

COOS COUNTY AIRPORT DISTRICT

ON THE HORIZON



NORTHBOUND AIR SERVICE STRATEGY

The Coos County Airport District (CCAD) Board of Commissioners has given its blessing to have a contracted aviation consultant pursue a small carrier to build traveler capacity and increased destination options while working out a plan to take to major airlines later this year. The board met with consultant Jack Penning of Volaire Aviation to get an airline industry update and prepare a plan for negotiating Portland service. Penning told commissioners the airport needs to go back to the table to create an incentivized plan to restart air service to Portland. The most viable option is through Alaska Airlines.

History: The airport had Commercial Air Service to Portland, but lost the route more than a decade ago. Since then, it has been difficult to get the airlines to even consider establishing a Portland route from the Southwest Oregon Regional Airport. Several factors make reestablishing a route more difficult today than it was before the pandemic. The largest issue is a pilot shortage. The second is cost.

The Challenges Ahead: Providing commercial air service is more expensive today than it was five years ago. That means airlines are not just looking at the number of passengers filling a plane, but also the dollars they make by filling a seat. Small regional airports throughout the United States are providing incentives to ensure continued commercial air service. Air service routes launched over the last year have required minimum revenue guarantees and incentives. CCAD has a federal grant to assist with securing Portland service, but it will require adding even more funding and in-kind services to sweeten the deal in today's climate.

IS PORTLAND POSSIBLE (CONT.)



With not enough pilots to fly all the planes leased by the airlines, they are left grounded in storage. This creates an opportunity for the airport. Penning believes with enough incentives and a better-established passenger base there is a strong possibility of a successful negotiation. But first or simultaneously, the airport must build a stronger slate of commercial passengers from the more than 100-thousand people who live in or near the district.

The Strategy: The board decided to pivot its strategy from what it was pre-pandemic. The first will be to secure additional incentives, develop a plan, and meet in person with low-cost carriers like Allegiant, Avelo, Breeze, and Sun Country Airlines in October during a national air service conference. Having a low-fare option or other air carriers will help build a new passenger base and show larger connecting airlines that the area has the long-term capacity to support additional air service. In addition, the consultant will reopen conversations with larger carriers like Alaska and United Airlines to discuss the possibility of northbound flights to Portland and Seattle. Staff will also work on building consumer confidence, showing that service to and from the airport has been and remains reliable.

NEW ELECTRIC VEHICLES COME ONLINE



SkyWest, which operates United Express at Southwest Oregon Regional Airport, received three new, electric tugs. The apparatus moves baggage carts to and from the terminal and aircraft. At the time they were received, the airport was one of only two that had received the electric apparatus. Local Manager at the airport, Angie Shaubach says the tugs are performing even better than expected. "They are Fabulous! They pull those bag carts around with ease. Smooth operating and a much-needed replacement." The move is part of SkyWest's effort

toward eco-friendly, green technology companywide. The tugs replace older non-electric versions that have operated for 16 years. Company officials say the new Tugs are virtually maintenance-free, easier to operate, and have added features. The lithium-ion batteries will hold a charge for up to three weeks. Reese Electric of North Bend installed the power charging unit. The former vehicles will be used by Coos Aviation.

WWII APRON GETS NEW LIFE IN PHASES



The project to replace and construct a new apron to serve General Aviation at the airport continues to move forward. The project will replace about 300,000 square feet of concrete. The apron was an important piece of infrastructure at the airport where it housed military and small planes when it was built 80 years ago. However, it wasn't designed and built to handle today's planes and their weights. The concrete has started to fail because it does not have any reinforcing wire, also known as rebar, and it is only 6 inches deep in some areas.

The apron which allows additional aircraft parking and access to the large commercial hangar and ARFF Fire Station, remains a key piece of infrastructure at the airport. The reconstruction work will take place over multiple phases. The first that will reconstruct 24 thousand square feet will cost around \$1.8 million. For the second phase, the district has applied for a grant from Connect Oregon. That phase will reconstruct 44-thousand square feet of concrete and could begin in 2025. That will still leave the largest section of the apron to fix. Administrative staff will seek funding while the first two phases of the project are underway.

Work scheduled this summer will take place near the REACH Air Medical Transportation building. It will begin in August and is slated for completion by mid-November. The construction will not impact REACH air medical services or the general public receiving those services.

TABLETOP DRILL FOR EMERGENCIES

Airport Operations recently held a tabletop drill that put agencies together to work through protocols in the event of a catastrophic event at the airport. Operations/ARFF Firefighters train regularly at the airport. It is part of maintaining the FAA Part 139 Certificate that allows the airport to serve commercial passenger aircraft



with 30 or more seats. The drill scenario included water rescue, hazardous material containment, setting staging and command center, and more. A mass casualty drill in September will involve airport agencies and first responders from throughout the county.

BUDGET GOES TO CCAD BOARD



The Coos County Airport District Budget Committee has recommended for consideration by the board of commissioners a \$20.6 million dollar budget for the fiscal year 2024-2025. Commissioners will consider the matter at the next meeting on June 27, 2024 at 7:30 am. The meeting takes place at the Southwest Oregon Regional Airport Terminal, 1100 Airport Lane, North Bend 97459. The meeting is open to the public and may be attended in person or virtually.

CCAD ISSUES RFP FOR LANDSCAPING

As you can imagine, there is a tremendous amount of mowing that takes place at an airport. The Coos County Airport District is seeking proposals for landscape maintenance services in and near the Southwest Oregon Regional Airport terminal. Work would include mowing, weeding, trimming brush, pruning, and edging. The contract would be for 15 months and would start August 1, 2024. The contract could be extended for up to two (2) additional one (1) year terms. Proposals will be accepted until 2:00 pm July 17, 2024. RFP information is available at www.flyoth.com/airport-business/ or email rodger@flyoth.com



MEET THE STAFF: AMOS VORSTER



Finding a work-life balance can be hard for some people, but not for Airport Office Manager, Amos Vorster. The decision to come to work in the airport administration office was easy. And, just because he has only been part of the administration team for just under two years, his time spent working at the Southwest Oregon Regional Airport spans more than 15 years. Most of those were spent operating the Hertz Rental Car business located inside the terminal. It provided an opportunity to learn more about the

customers the airport serves. Amos believes the airport is “available to all of us” because of the number of golfers who travel through the terminal. He adds it’s “good for business travelers as well.”

Running his own business gave him a good perspective, too. Being thrifty and creative with resources is important, especially in a business that operates as a special district. And like his former business, he says, “You have to be able to wear multiple hats” and learn to be flexible and budget-conscious.

Amos is happy at home. His priorities are family and spirituality. He helps shape his mind through religion. And you will likely see him in the outdoors enjoying time with his wife and son camping, hiking, biking, or walking on the beach. Though he someday plans to travel, he believes he lives in one of the most beautiful places, which makes his contentment with small-town life that much more enjoyable.

FLYING BASIC ECONOMY: WHAT IT MEANS

When booking your ticket on United.com, it is important to know what you are allowed to take with you on the plane trip and what you get in the flight. With Basic Economy, you'll save money on your ticket, and you will also receive some of the same inflight services you get with a Standard Economy ticket. However, with a Basic Economy ticket, you can only bring one personal item and are not allowed to bring a carry-on with you. United advises commercial passengers to check rules and restrictions before booking tickets and to remember the cheaper the fare, the more restrictions you will have. With United's cheapest fares, you are limited to a

 <p>Personal item</p> <p>You can travel with one personal item, like a shoulder bag, backpack, or laptop bag that fits under the seat in front of you.</p>	 <p>Carry-on bag</p> <p>Carry-on bags are not included unless you're flying to Canada, South America, across the Atlantic or on an international flight across the Pacific. You can prepay to check a bag or check a carry-on at your gate for the regular bag fee plus an</p>	 <p>Checked bags</p> <p>If your flight across the Pacific is international, you get one free checked bag.</p>
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backpack, a small bag, OR a purse that fits underneath the seat in front of you. If you end up having to check a carry-on at the gate, you will be charged the standard bag fee, plus an additional \$25. For more flexibility, United suggests upgrading to Economy Plus or a premium cabin. For more information, visit the United website at <https://www.united.com/ual/en/us/fly/travel/baggage.html>.

TOURISM INDUSTRY NEWS

Tourism has its impact on Commercial Air Service. If you want to see how the tourism industry affects the economy and our local community, get up-to-date information by SUBSCRIBING to the Coos Bay-North Bend-Charleston Visitors & Conventions Bureau's Industry E-Newsletter! The VCB tracks the travel and tourism industry in the Coos Bay, North Bend and Charleston areas. Fill out the form at www.OregonsAdventureCoast.com.



Upcoming Meetings

- June 27, 7:30 am, Coos Co. Airport District Board Meeting
- July 13, Noon, Airport Park Steering Comm.
- June 28, Prebid Meeting-Landscape Request For Proposal

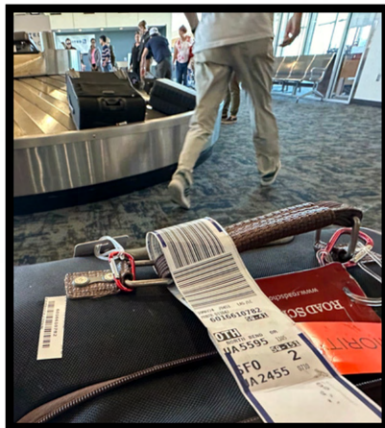
All meetings take place in the Board Room at the Airport Terminal

IT'S WHAT'S IN THE NAME... SORT OF



The essence of identity lies in a name. It is one of the reasons the Southwest Oregon Regional Airport changed names nearly 20 years ago. But what goes into designating an airport code and what does OTH mean? To get that answer isn't as easy as one might think.

The International Air Transport Association, or IATA, operates the coding system that is critical to the travel industry to identify commercial airline destinations. Domestic



airport codes are usually three letters and international codes are four letters. The letter N was reserved for use by the Navy. That becomes important to know as we peel back the designation layers. Though calls to IATA were not answered, here's what we do know.

Following its operation by the military during WWII, and before the name was changed to the Southwest Oregon Regional Airport 60 years later, it was known as the North Bend Municipal Airport. Because the airport provided Commercial Air Service and the letter N wouldn't have been used, the IATA likely designated three other letters from the word North.

OTH can be traced back at least 50 years through former employees of the airport and Hughes Airwest. It wasn't until after the airport special district was formed, the name changed to more reflect the region it served and to reduce location confusion. But even if the name of an airport changes, airport codes generally do not. That is likely why OTH is still used today and will likely be well into the future.

THANKS TO OUR SPONSORS

