

 **AIRPORT CONNECTION**

SUMMER CONSTRUCTION COMPLETED

The summer construction season for 2021 is in the books. This year the airport was able to rebuild the length of Taxiway “D” between Taxiway “A” and the Oregon Air National Guard ramp and Taxiway “B1” was reconstructed as well. This project replaced some of the oldest pavement on the airfield and will be used for years to come. During this construction project we saw Taxiway “D” shift to the west which impacted what is normally the non-movement area, reducing available ramp space for parking. It also effected the taxi routes closing each different access to the runway at one time or another, creating a more than usual dynamic airport environment. We want to thank everyone for your understanding and cooperation during this hectic construction season. Taxiway “D” is a piece of pavement that effects nearly everyone on the airfield, and we are grateful that it was finished without incident.

RUNWAY 7/25 RECONSTRUCTION

As we enter the colder months, planning the reconstruction of Runway 7/25 has begun. This is another large undertaking that will completely reconstruct Rwy 7/25 and a portion of Taxiway “D” and Taxiway “F”. With the reconstruction, Rwy 7/25 will get some new dimensions changing from its current 5,258’ long and 100’ wide to 5,001’ long and 75’ wide, moving the thresholds in and deleting the displaced thresholds per current FAA requirements. This project is expected to start in the beginning of July 2022 and may take up to 6 months to complete.

Along with the new dimensions and reconstruction of Rwy 7/25, the runway will be changing designation from the current Rwy 7/25 to Rwy 8/26. This is due to the change in magnetic declination moving enough to justify the new runway designation. This is required to take place by October 6, 2022. You can expect to see this change in all FAA publications and charts in October 2022.

CALLING GROUND 121.9

When making initial contact with Kingsley Ground it is standard practice to begin by addressing ground followed by your tail number or callsign and your location before proceeding with your intentions or request. When stating your location on the airfield it is important to be specific and clear about your location, as often the ground controller may not be able to see your location or your aircraft until you are on the movement area. Even then, only in the best of visibility will they be able to follow your course visually. When calling from the FBO please refer to your location as “Century South”. There have been instances of the FBO being referred to as “Emergency Airlift”, which is a company that operates out of that hangar and the Century North hangar. The difficulty of referring to the FBO as “Emergency Airlift” is the word “Emergency”, especially if the last part of the transmission is cutoff or stepped on. When Ground or the Tower hears the word “emergency” everything stops to address the possible emergency situation that may be developing. As a result, ATCT has requested that we refrain from using the word “emergency” unless we are declaring an emergency.

SNOW SEASON

Snow Removal Reminders

1. The Airport will plow no closer than 4 feet from hangar doors to avoid potential for damage to hangar.
2. Please do not throw snow out onto previously plowed taxi lanes. Please coordinate removal of snow from immediately in front of hangar areas with Airport Operations by calling 541-891-2620.
3. As much as possible, do not drive across snow that has not been plowed as it makes its removal more difficult by packing down the snow.
4. Do not pull out in front of plow trucks as their ability to stop is greatly reduced.
5. General Aviation hangar areas are listed as Priority 3 in the Airport's Snow and Ice Control Plan. The goal of the Operations teams is to remove the snow from the airfield first, then ramps and then work in towards the hangar areas.

Thank you for your cooperation!

Airport Staff

There have been many changes to the staffing at the airport this season. First off, congratulations to Derek Ables and Ryan Cooley. Derek has accepted a position as the Airport Director of Operations for Garden City Regional Airport (KGCK) in Garden City Kansas. Ryan has accepted the position of Airport Director of the Del Norte County Regional Airport (KCEC) in Crescent City California. Congratulations to both Ryan and Derek and good luck in your new positions!

In seeing Ryan and Derek leave we have two new faces to welcome to the Airport Operations Team. Joining us are two locals, Sam Mijangos and Will Fish. Sam and Will both have a love of aviation with backgrounds in aircraft maintenance. We are excited to have them on our team to help us keep Part 139 standards and to maintain a safe environment for all our users. Please help us welcome them by introducing yourselves when you see them on the ramps.



Sam Mijangos



Will Fish

NEW AIRPORT OPERATIONS MANAGER

In early August, Kelby Miller was promoted to Airport Operations Manager. Kelby has lived in Klamath Falls since late 1999 and graduated from Henley High School. Kelby has always had a love of everything aviation, including getting his private pilot license in 2009. Kelby had been working with us as an Airport Operations Specialist and is excited to further his career at the Crater Lake - Klamath Regional Airport. His first 2-weeks in the new position, found him immersed in the Airport's bi-annual FAA Part 139 inspection – which was successfully passed. Congratulations, Kelby!



FUTURE AIRPORT PROJECTS

2022

October Runway 7/25 will be redesignated to Runway 8/26

Reconstruction of Runway 8/26

2023/2024

Reconstruction of Taxiway F