



SOUTHWEST OREGON REGIONAL AIRPORT



SOUTHWEST OREGON REGIONAL AIRPORT (OTH) MASTER PLAN

Meeting 2: Requirements & Alternatives



AGENDA

Welcome

Project Update

Forecast Review

Requirements

Alternatives

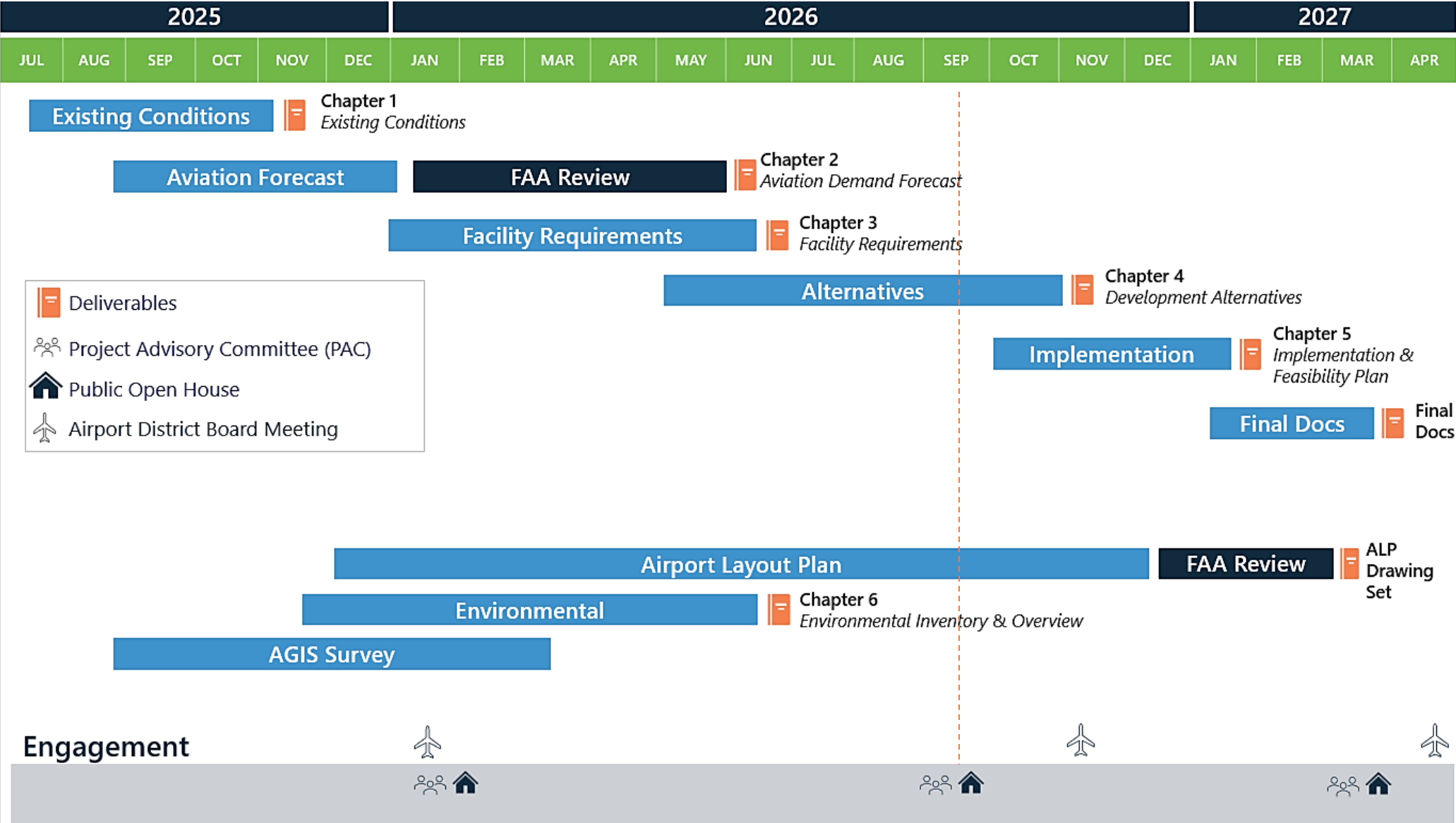
Next Steps/Q & A

PROJECT UPDATE

- ✓ Project began in July of 2025
- ✓ First PAC meeting & Open House – January 27, 2026
- ✓ Items completed so far:
 - *Inventory (Existing Conditions)*
 - *Forecast*
 - *Environmental Overview*
 - *Facility Requirements*
 - *Recycling Plan*
 - *Obstruction Survey*
- ✓ We are about 60% through the project



MASTER PLAN SCHEDULE



FORECASTS REVIEW

Enplanements

Terminal Facilities

Based Aircraft

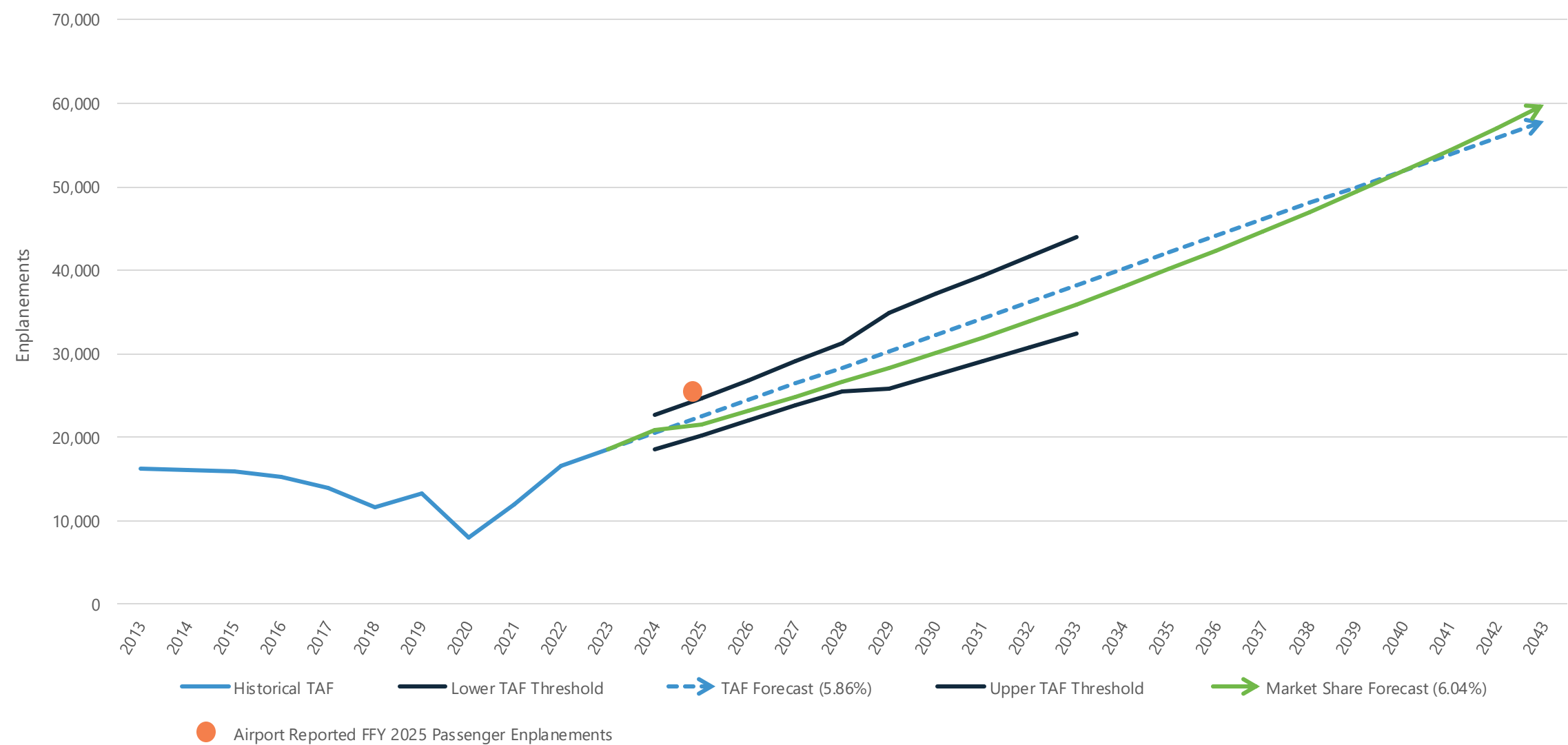
Hangars

Operations

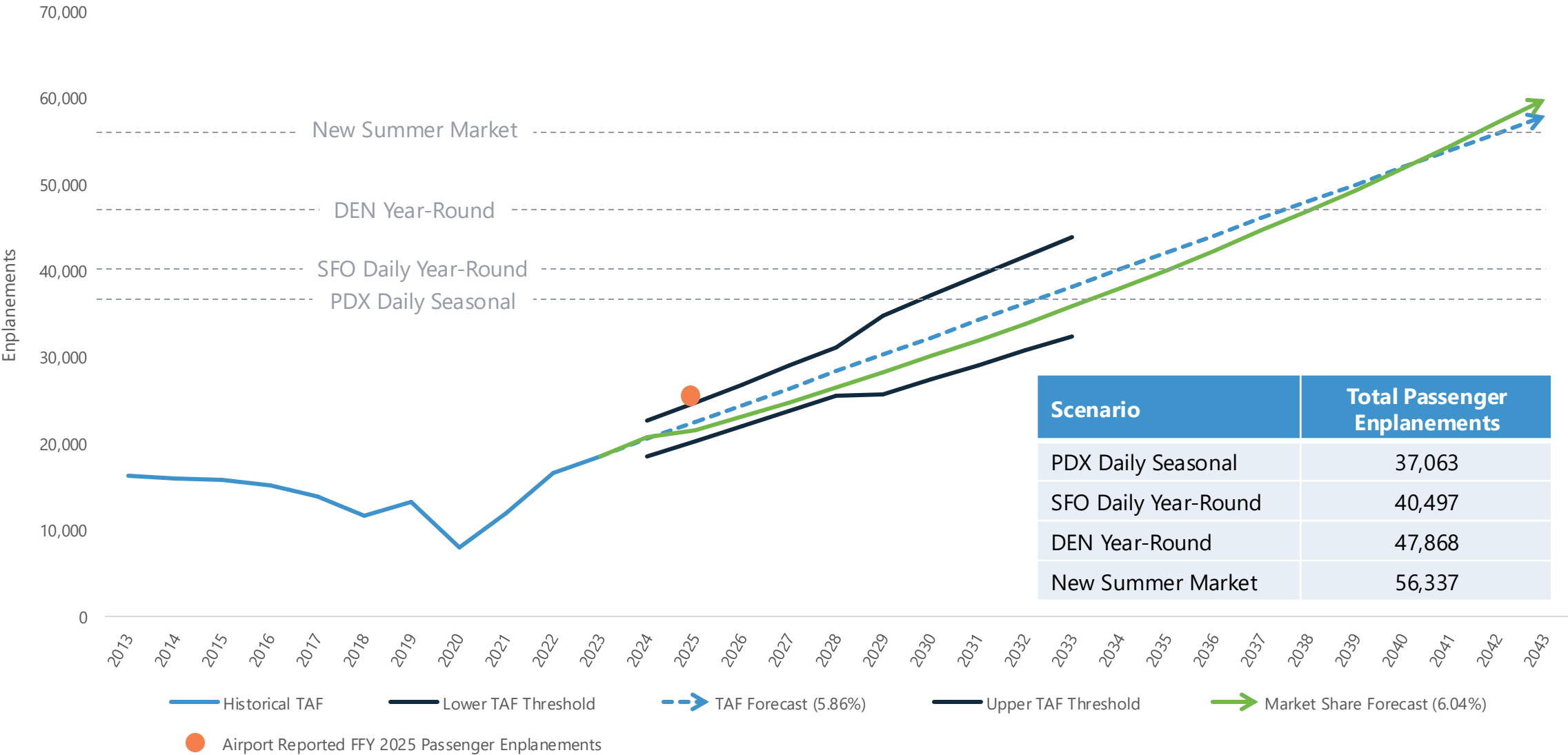
Capacity & Apron Parking



PASSENGER ENPLANEMENTS



PASSENGER ENPLANEMENT SCENARIOS



BASED AIRCRAFT

	Year	Piston		Turbine		Helicopter	Forecast Total	TAF Total
		Single Engine	Multi Engine	Turboprop	Turbojet			
Baseline	2025	24	1	7	1	0	33	56
Forecast	2028	24	1	7	1	1	34	56
	2033	24	1	8	1	1	35	56
	2043	24	1	9	2	1	36	56
	CAGR 2025-2043	0.00%	0.00%	1.00%	2.70%	N/A	0.48%	0.00%

- Turbine engine match FAA Aerospace Forecast 2025-2045 projections.
- Piston engine projected to remain flat.
- One helicopter based by 2028.

AIRCRAFT OPERATIONS

	Year	Itinerant				Local		Forecast Total	TAF Total
		Air Carrier	Air Taxi	GA	Military	GA	Military		
Baseline	2023	676	3,212	4,907	2,099	4,410	1,612	16,916	16,916
Forecast	2028	995	3,426	5,157	2,424	5,362	2,558	19,923	20,412
	2033	1,340	3,655	5,420	2,424	5,362	2,558	20,760	21,057
	2043	2,031	4,159	5,987	2,424	5,362	2,558	22,521	22,347
	CAGR 2023-2043	5.65%	1.30%	1.00%	0.72%	0.98%	2.34%	1.44%	1.40%

- Air carrier based on forecasted passenger enplanements, load factor of 75%, and 76 seats per departure.
- Air taxi match FAA Aerospace Forecast 2025-2045.
- Itinerant GA adjusted from FAA Aerospace Forecast 2025-2045 to account for higher itinerant GA trends at OTH.
- Military and local GA are projected to grow in line with the 2025 TAF.

FORECAST SUMMARY

	Base Year	Forecast Years			Compound Annual Growth Rate		
	2023	2028	2033	2043	+5yr	+10yr	+20yr
Enplanements							
Air Carrier	18,526	28,361	38,198	57,873	8.89%	7.50%	5.86%
Operations							
Total Operations	16,916	19,923	20,760	22,521	3.33%	2.07%	1.44%
Based Aircraft							
Total Based Aircraft	33	34	35	36	1.29%	0.67%	0.48%

CRITICAL AIRCRAFT

The most demanding aircraft, or group of similar aircraft, to regularly use the airport (at least 500 annual operations)

Runway 5-23 / Taxiways A, A1-5, D

- C-III
- Embraer ERJ-175



Runway 13-31 / Taxiways B, B1-3, C1-8

- B-II
- King Air 350



FACILITY REQUIREMENTS

- ✓ Needs or findings of the study
- ✓ Gap analysis between forecast and existing conditions
- ✓ Airfield is based on FAA design standards and guidance
- ✓ Hangars and terminal are based on local and industry best practices
- ✓ Data driven – collect, analyze, assumptions, calculations, tables



FUNCTIONAL AREAS

- ✓ Airfield
 - *Runways, taxiways, navigational aids*
- ✓ Passenger Terminal
 - *Building (cursory), vehicle parking, apron*
- ✓ General Aviation
 - *Hangars, apron, access*
- ✓ Airport Support
 - *FBO, ARFF, fuel, maintenance, cargo, fencing*



AIRFIELD

- ✓ Runway 5-23
 - Existing 5,980' x 150'. Recommended length of 6,400'
 - Adding 420'
- ✓ Runway 13-31
 - Existing 4,470' x 150'. No recommended changes to length
 - Design standards are for a 75' wide runway
- ✓ Runway and taxiway shoulders need to be added
- ✓ Taxiway fillets need to be updated
- ✓ Taxiways C1/D1 direct access to runway end



TERMINAL

- ✓ Apron
 - *Immediate need to expand for two aircraft*
- ✓ Terminal
 - *Schedule/delay sensitive*
 - *Hold room, lobby, baggage claim may need expansion later*
- ✓ Parking
 - *Expansion needed in the long-term*



GENERAL AVIATION

- ✓ Hangars
 - *15 aircraft need to be accommodated in a hangar*
- ✓ Apron
 - *Sensitive to special events*
 - *More space could be helpful*
- ✓ Service road
 - *Dedicated service road or bypass for fuel delivery trucks*
- ✓ Service enhancements
 - *Wash rack and restroom with Wi-Fi at T-hangars*



AIRPORT SUPPORT

- ✓ Fuel
 - *Additional Jet-A storage needed during long-term*
- ✓ Fencing
 - *Extensions needed along waterfront/mud flats*
- ✓ CCAD maintenance
 - *Additional space closer to the airfield*



ALTERNATIVES

- ✓ How to address your needs
- ✓ Pros and cons with every alternative
- ✓ Leading and trailing elements
 - *Runway, taxiways, aprons, hangars*
- ✓ No action is an option
- ✓ Realistic, reasonable, within the realm of possibility

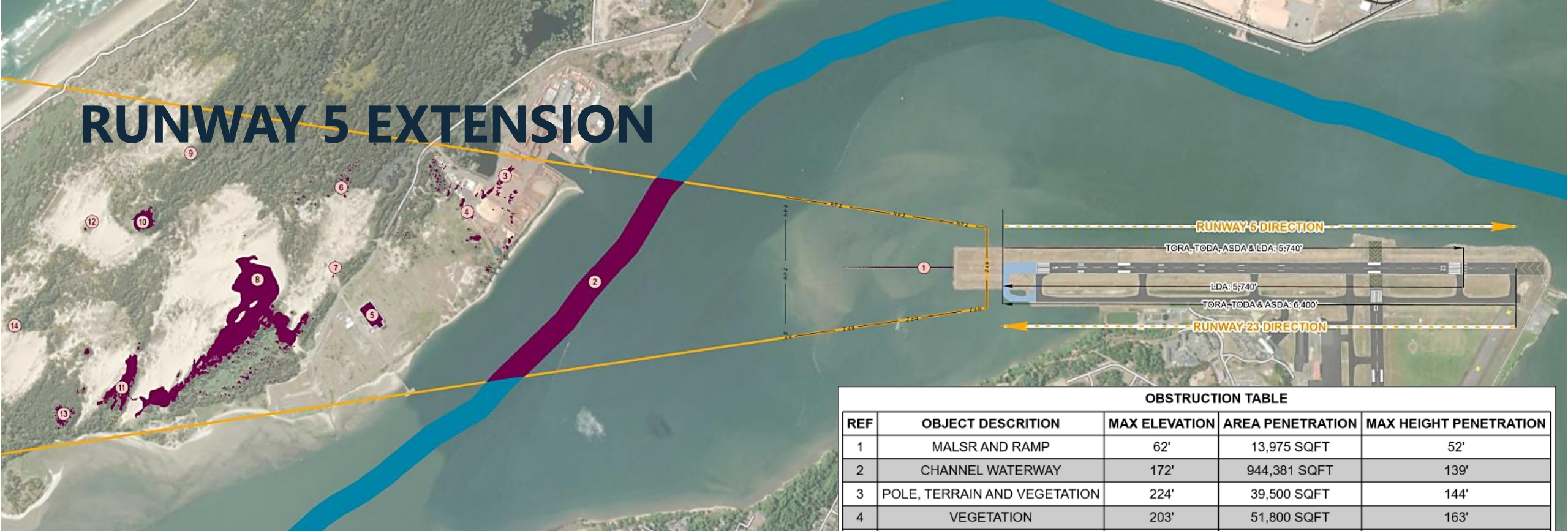


RUNWAY ALTERNATIVES

- ✓ Extend Runway 5-23 to 6,400' total length for takeoff
 - Add 420' to the east (Runway 23 end)
 - Add 420' to the west (Runway 5 end)
- ✓ This was reviewed during the previous master plan
 - The west extension was selected
- ✓ Runway 13-31 length remains the same
 - To be shown on the ALP as 75' wide



RUNWAY 5 EXTENSION



OBSTRUCTION TABLE				
REF	OBJECT DESCRIPTION	MAX ELEVATION	AREA PENETRATION	MAX HEIGHT PENETRATION
1	MALSR AND RAMP	62'	13,975 SQFT	52'
2	CHANNEL WATERWAY	172'	944,381 SQFT	139'
3	POLE, TERRAIN AND VEGETATION	224'	39,500 SQFT	144'
4	VEGETATION	203'	51,800 SQFT	163'
5	STRUCTURE	245'	49,825 SQFT	172'
6	VEGETATION	244'	31,100 SQFT	200'
7	VEGETATION	191'	2,050 SQFT	178'
8	TERRAIN AND VEGETATION	396'	803,000 SQFT	230'
9	VEGETATION	221'	425 SQFT	217'
10	VEGETATION	457'	50,875 SQFT	232'
11	TERRAIN AND VEGETATION	468'	114,775 SQFT	242'
12	TERRAIN AND VEGETATION	271'	2,475 SQFT	246'
13	TERRAIN AND VEGETATION	349'	35,950 SQFT	260'
14	TERRAIN AND VEGETATION	356'	7,275 SQFT	270'

Usable Runway Length

Runway 23: Takeoff – 6,400'; Landing – 5,740'

Runway 5: Takeoff and Landing – 5,740'

AIRPORT DEVELOPMENT

- ✓ Hangars
- ✓ GA Apron
- ✓ South Ramp
- ✓ Airport Support



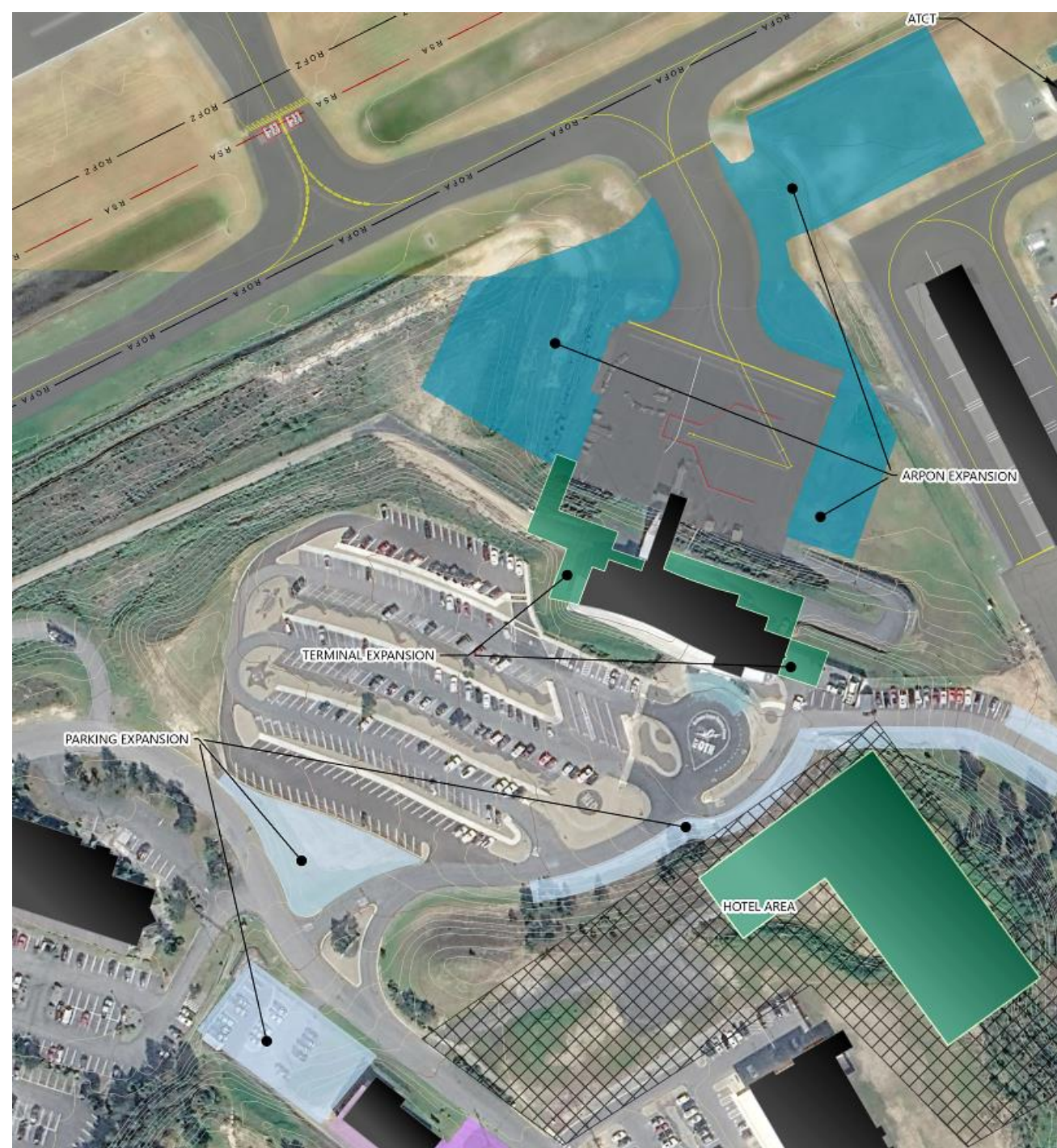




TERMINAL DEVELOPMENT

- ✓ Building
- ✓ Apron
- ✓ Parking





NEXT STEPS

30-Day Comment Period

Preferred Alternative

Implementation Plan

Draft Airport Layout Plan
& Master Plan Report

Third Public Meeting

March 2027





THANK YOU!

Questions?

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