



Southwest Oregon Regional Airport

Airport Master Plan

Chapter Eight: Recycling, Reuse, and Waste
Reduction Plan

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Chapter 8. Introduction

The purpose of this section is to define the Airport Recycling, Reuse, and Waste Reduction Plan for the Coos County Airport District (CCAD) and the Southwest Oregon Regional Airport (OTH). This plan is intended to enhance airport recycling and waste minimization efforts and to comply with FAA guidance.

8.1 Legislative Background

The FAA Modernization and Reform Act of 2012 (FMRA) amended Title 49 of United States Code (USC) to include several changes to the Airport Improvement Program (AIP). The two changes related to recycling, reuse, and waste reduction at airports are as follows:

- FMRA Section 132(b) expanded the definition of airport planning to include “developing a plan for recycling and minimizing the generation of airport solid waste, consistent with applicable State and local recycling laws, including the cost of a waste audit.”
- FRMA Section 133 added a provision requiring airports that have a master plan, and receive AIP funding, to ensure that the master plan addresses solid waste recycling at the airport. This includes addressing the following issues:
 - The feasibility of solid waste recycling at the airport.
 - Minimizing the generation of solid waste at the airport.
 - Operation and maintenance requirements.
 - Review of waste management contracts.
 - The potential for cost savings or the generation of revenue.

8.2 Types of Waste and Landfill Regulations

Landfills and waste are regulated under the Resource Conservation and Recovery Act (RCRA) which defines two main types of waste: solid waste (Subtitle D) and hazardous waste (Subtitle C). Subtitle D landfills are typically permitted by state and local governments to allow for the management of non-hazardous solid waste such as garbage, refuse, and discarded materials from household and community activities or industrial and commercial operations. Subtitle C landfills are specifically designed to address hazardous waste.

8.3 Types of Airport Waste

In general, solid waste from airports is divided into the following categories:

- **Municipal Solid Waste (MSW)** consists of everyday items that are used and then discarded. It includes product packaging, furniture, clothing, bottles, newspapers, and similar items.
- **Construction and Demolition Waste (C&D)** is any non-hazardous materials generated by excavation, construction, demolition, renovation, or repair of structures, roads, and utilities.

C&D waste commonly includes concrete, wood, metals, drywall, carpet, plastic, pipe, cardboard, and salvaged building components. C&D waste may be subject to special requirements (e.g., materials containing asbestos).

- **Compostable Waste** includes both green waste and food waste. Green waste generally consists of trees, shrubs, grass clippings, leaves, weeds, seeds, and similar debris generated by landscaping activities. Food waste is any food that is not consumed and includes discarded food scraps.
- **Deplaned Waste** is trash removed from passenger aircraft and can include bottles, cans, newspapers, magazines, plastic cups and utensils, food waste, and paper towels.

8.4 Sources and Pathways of Airport Waste

Each activity has its own set of waste streams that must be considered when implementing a sustainability and recycling program. The following waste streams are typically associated with smaller commercial service airports like Southwest Oregon Regional Airport.

- **Aircraft:** Maintenance of aircraft and ground support equipment produces a variety of waste products that can include grease, oil, universal waste (e.g., batteries), wastewater, plastics, and vehicle waste such as tires and fluids (e.g., brake, transmission, coolant).
- **Airfield:** The airfield, which includes the runway, taxiway, and the infields, generally only produces a few types of waste products. They can include waste produced from aircraft operations, such as rubber from aircraft tires, green waste from mowing, and debris from sweeping and plowing.
- **Airport Construction:** Construction activities have the potential to create a large amount of waste. The types of waste products produced typically include concrete, asphalt, building materials, wood, soil, construction equipment waste, miscellaneous debris, and regular trash.
- **Airport Offices and Pilot Lounges:** The types of waste products generated can include paper, toner cartridges, universal waste (e.g., electronics), food, paper, plastics, aluminum cans, and general trash.
- **Cargo Facilities:** Cargo being transported by air is typically loaded and offloaded at the air cargo facility and is often stored temporarily in the warehouse. Waste can include tires, fluids from equipment, universal waste, wooden pallets, plastics, and packing materials.
- **Terminals:** As the heart of any airport complex, the terminal normally has the largest concentration of people, and this usually translates into the biggest concentration of waste. The terminal provides ticket counters, security checkpoints, gates, waiting rooms, car rental counters, baggage processing areas, and restrooms that are frequented by passengers and airport workers. In addition, the terminal also houses office space and break areas for airline and airport personnel. The types of waste produced at a terminal are just as varied as the types of activities that take place there. Waste products can include food, paper, plastics, bottles and cans, restaurant grease and oil, universal waste (e.g., batteries and fluorescent bulbs), green waste (e.g., landscaping), general trash, and deplaned waste.

8.5 Airport Recycling, Reuse, and Waste Reduction Plan

This plan only addresses municipal solid waste (MSW), construction and demolition (C&D) materials, and other waste materials that can be legally disposed of in a Subtitle D landfill. It does not address hazardous waste or universal waste (e.g., batteries, fluorescent bulbs, pesticides) because these materials are often subject to federal, state, and local laws with specific disposal and recycling requirements. The intent of this plan is to reduce the amount of solid waste disposed of in a landfill through sustainable practices that include source reduction, reusing materials, or converting waste into reusable material (e.g., mulching, or composting).

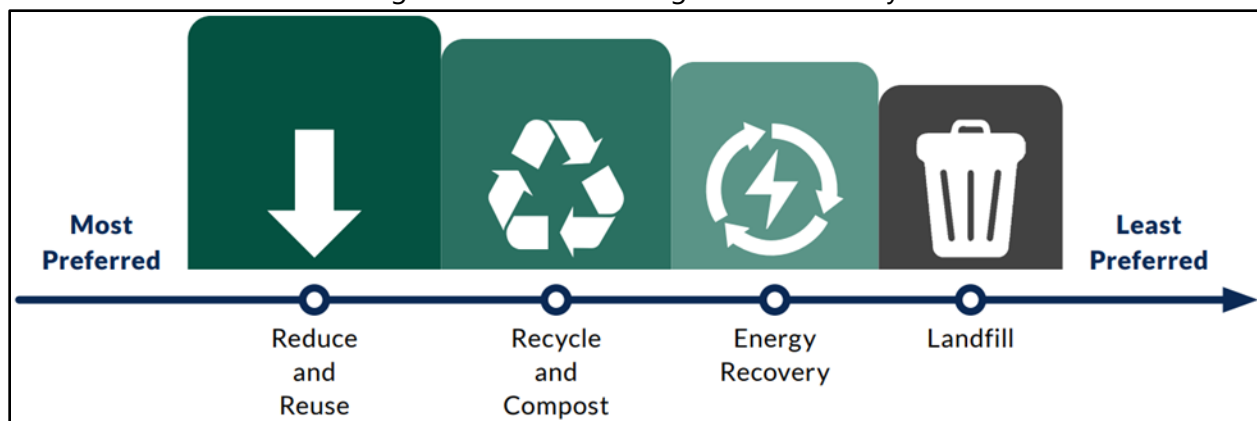
8.5.1. Recycling Feasibility

Southwest Oregon Regional Airport is busy enough to generate sufficient recyclable materials to justify a recycling program. Coos County Solid Waste Department offers recycling at the Beaver Hill Transfer Site in Coquille, which is approximately 20 miles south of the Airport. Additional resources (bins), staffing, and funding may be needed to establish and maintain a recycling program.

8.5.2. Plan to Minimize Solid Waste Generation

The U.S. Environmental Protection Agency (EPA) developed a non-hazardous material and waste management hierarchy to recognize that no single waste management approach is suitable for managing all materials and waste streams in all circumstances. This hierarchy ranks the various management strategies from most to least environmentally preferred and places an emphasis on reducing, reusing, recycling, and composting as being vital for sustainable materials management, as shown in Figure 8-1. ~~These strategies reduce greenhouse gas emissions that may contribute to climate change.~~

Figure 8-1 Waste Management Hierarchy



Source: EPA, Ardurra, 2026

While effective recycling and waste minimization is a challenge at every airport, each airport has a unique set of conditions that must be considered as part of its individual recycling and waste

minimization program. To assist, the FAA compiled a list of ten steps airports can take to design and implement an effective airport recycling and waste minimization program, as shown in Table 8.1.

Table 8.1 Effective Airport Recycling and Waste Reduction Minimization Programs

Step	Description
1	Commitment from Management
2	Program Leadership
3	Waste Identification
4	Waste Collection and Hauler
5	Waste Management Plan Development
6	Education and Outreach
7	Monitor and Refine
8	Performance Monitoring
9	Promote Success
10	Continuous Improvement

Source: FAA, *Recycling, Reuse and Waste Reduction at Airports: A Synthesis Document*

CCAD will consider the following steps to help minimize solid waste generation at the Airport:

- Establish a commitment from management to support a recycling and waste minimization program.
- Include lease and contract language that supports recycling and waste minimization.
- Provide containers and space for recycling.
- **Consider on-Airport options for composting non-invasive green waste.**
- Educate Airport staff and users about the importance of recycling and waste minimization.

8.5.3. Airport Operations and Maintenance Requirements

Airport operations and maintenance activities were reviewed to determine how solid waste is managed at the Airport.

- **Aircraft:** Coos Aviation operates an aircraft maintenance shop and is responsible for aircraft maintenance waste. Some waste associated with maintenance is considered hazardous waste and is disposed of accordingly.
- **Airfield:** The infields are mowed regularly by CCAD maintenance staff for habitat management and wildlife hazard mitigation, and clippings are left in place. **Invasive species green waste is removed from the Airport and disposed of by burning or landfilled.** Sweeping of airfield pavements occurs as needed and material, mostly shells, is recycled ~~into the bay or disposed of via landfill.~~
- **Airport Construction:** The contractor is contractually responsible for waste disposal associated with construction. Contractors are encouraged to reuse materials when possible.

- **Cargo Facilities:** The tenant(s) are responsible for trash disposal from the cargo facilities.
- **Pilot Lounge:** Coos Aviation maintains the pilot lounge at the fixed base operator building and CCAD is responsible for waste disposal.
- **Terminal and Airport Offices:** CCAD is responsible for waste and recyclable removal from the terminal and administration offices.

8.5.4. Review of Waste Management Contracts

CCAD maintains a contract with Les' Sanitary Service for airport waste and recyclable removal. Waste is removed from the Airport once weekly and taken to the Beaver Hill Transfer Site managed by the Coos County Solid Waste Department.

8.5.5. Potential for Cost Saving or Revenue Generation

CCAD staff takes recyclable cans collected in the terminal building to the North Bend/Coos Bay Redemption Center and deposits the revenue into an airport BottleDrop account.

8.6 Summary

CCAD has opportunities to enhance airport sustainability, recycling, and waste minimization at the airport by establishing formal policies and procedures. One opportunity to enhance sustainability is to reuse C&D materials as much as possible and use locally sourced materials for construction projects.

Any program established at the airport should include a commitment from management to support sustainability, recycling, education and outreach, setting performance targets, monitoring progress, and seeking continuous improvement. Benefits gained from establishing a recycling and waste minimization program include reduced operating costs, prolonged use of limited landfill space, reduced environmental liability, and improved public perception of the Airport.