

**Coos County Airport District
Southwest Oregon Regional Airport
Airport Master Plan
Project Advisory Committee (PAC)**



**Meeting 1 – Inventory and Forecast
Tuesday, January 27, 2026, 4:00 – 5:00 PM
Airport Terminal Board Room, 3rd Floor
1100 Airport Lane, North Bend, OR 97459**

MEETING SUMMARY

Executive Director Rodger Craddock commenced the meeting by welcoming those in attendance and discussing recent airport highlights and milestones.

Ardurra Project Manager Wayne Reiter kicked off the meeting presentation, beginning with PAC member introductions. PAC members present included:

- Caddy McKeown, CCAD Board
- MJ Koreiva, CCAD Budget Committee
- John Meynink, Airport Heights Neighborhood
- Trish McMichael, Airport Heights Neighborhood
- LaMar Hoy, South Coast Development Council (SCDC)
- Janice Langlinais, Coos Bay-North Bend Visitor & Convention Bureau (VCB) (via Zoom)
- Angie Shaubach, SkyWest
- Marie Simonds, Bandon Dunes Charitable Foundation (via Zoom)
- Jason Traylor, Coos Aviation/Sause Bros.
- Ralph Dunham, City of North Bend
- Joshua Scarberry, TSA
- CDR Jay Kircher, U.S. Coast Guard North Bend Air Station

Staff present:

- Rodger Craddock, CCAD
- Robert Brittsan, CCAD
- Stephanie Kilmer, CCAD

Wayne Reiter provided an overview of what an airport master plan is, that is a 20-year plan to safely and efficiently meet aviation demand at the airport. It is a step-by-step process that leads to a conclusion. The primary deliverable is the Airport Layout Plan (ALP) with the companion Airport Master Plan report. It is an aviation-centric planning study that will not be addressing non-aviation commercial development of airport property. Master plans generally occur every 10 years and take approximately two years to complete. The last master plan complete for OTH was

in 2013. Public involvement is an important element that includes three scheduled public meetings at key milestones – forecast, alternatives, and draft documents.

Wayne Reiter provided a high-level overview of the airport which included the airfield, terminal facility, general aviation facility and services, non-aviation facilities and activities, and the U.S. Coast Guard.

Wayne Reiter covered the aviation forecast and what it is used for – aviation facility planning for the functional areas of the airport.

- Starting with the enplanement history and forecast, OTH has seen tremendous growth since COVID, which is also reflected in the FAA's projection of 5.86% for the airport. Market share analysis with Medford and Eugene supports this growth rate, along with plausible additional service scenarios for OTH.
- The operations growth rate falls generally in-line with national trends at 1.44%, with itinerant general aviation operations higher than national trends due to known events at Bandon Dunes Golf Course.
- Based aircraft are expected to grow at approximately 0.48% over the next 20 years.

Wayne Reiter described the critical aircraft and how it sets the design standards applied to the airfield. There are two critical aircraft for OTH, one for the primary Runway 5/23 and the north complex, and one for Runway 13/31 and the south complex. The critical aircraft for Runway 5/23 is the Embraer 175 with a design code of C-III. The critical aircraft for Runway 13/31 is the King Air 350, a medium-sized turboprop aircraft with a design code of B-II.

Wayne Reiter covered the next steps of this project, which includes the first public meeting following this PAC meeting, then a forecast approval by the FAA, followed by facility requirements and alternatives development. The next scheduled PAC meeting and open house are expected to occur at the end of Summer 2026 to discuss the airport needs and alternatives.

During Q&A, Marie Simonds expressed a desire to maintain what exists at the airport and to promote a continuous positive customer experience at OTH.

Other comments during the meeting:

- The forecast will take additional service into consideration, specifically a Portland route.
- Engagement is important for the project, as it was lacking during the previous master plan.
- Future PAC meetings will include material for the members to review prior to the meeting.

- A 2% forecast growth rate is considered a healthy growth rate, and this forecast for enplanements is almost 6%. Comparable airports are dependent on local conditions.
- If there are any follow-up questions or comments, please forward to airport staff or Wayne Reiter.

Wayne Reiter
Project Manager
Ardurra
wreiter@ardurra.com