# Southwest Oregon Regional Airport

## Airport Master Plan

## Chapter One: Inventory of Existing Conditions

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**DRAFT**

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# Chapter 1. Inventory of Existing Conditions

Conducting a comprehensive inventory is a critical step in the master planning process because it establishes the current baseline conditions used to evaluate future development needs.

This chapter outlines and describes the current facilities at Southwest Oregon Regional Airport (OTH), including airside facilities, landside and support facilities, parking, utilities, and nonaeronautical uses. It also includes a general description of the airport's surrounding airspace and aircraft operating procedures. Information was collected through on-site inspections, input from airport staff and tenants, public databases, the 2013 Southwest Oregon Regional Airport Master Plan, and other available sources, such as the FAA and aeronautics division of the Oregon Department of Aviation (ODA).

## 1.1 Airport Setting and Role

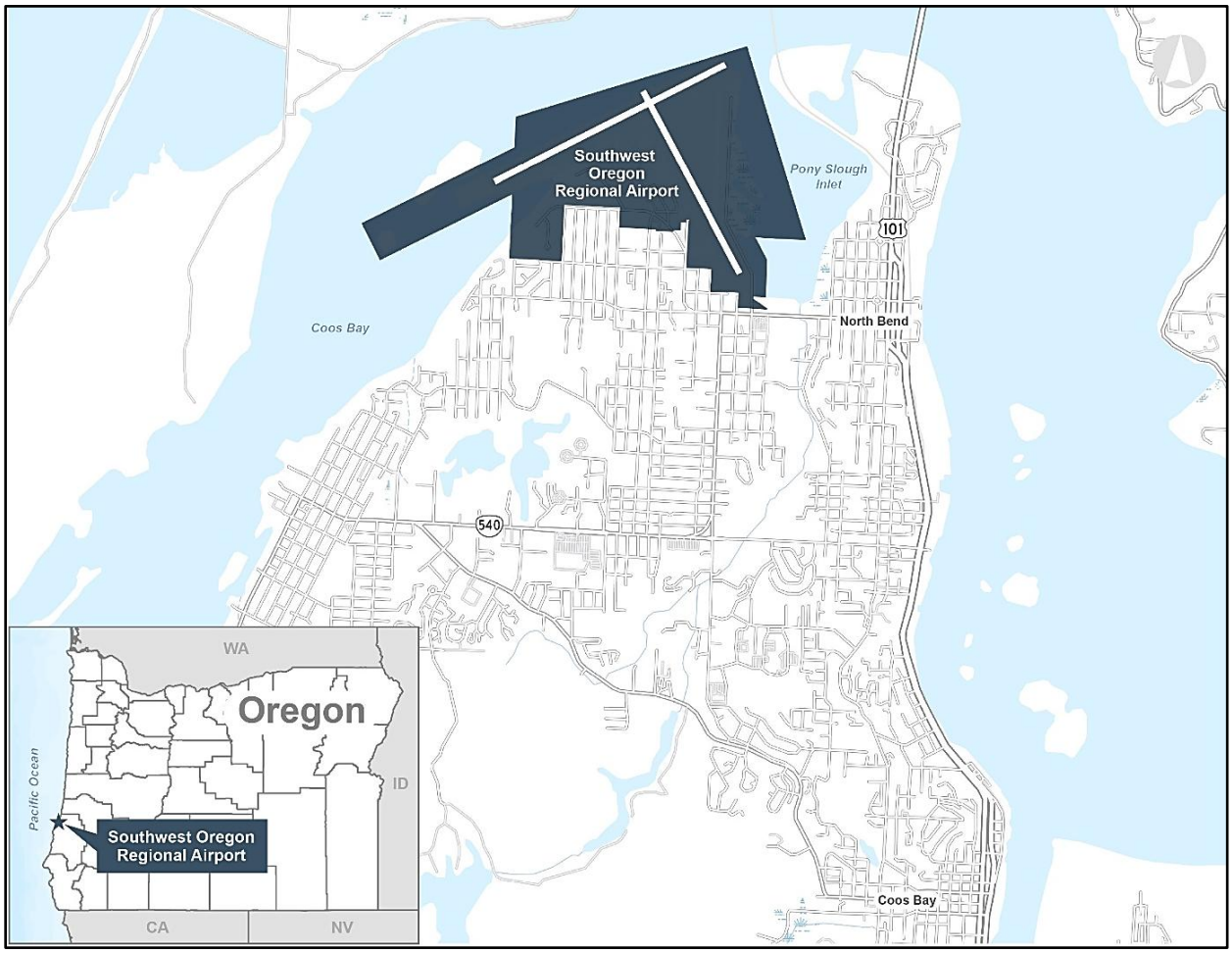
Southwest Oregon Regional Airport is situated in North Bend on the southern coast of Oregon in southwest Oregon. The airport is bordered by Coos Bay, a large estuary along the Pacific Ocean approximately 112 miles west of Eugene and 170 miles northwest of Medford. The airport sits near the mouth of the bay surrounded by coastal wetlands, occupying 619 acres of land at an elevation of 17.4 ft above sea level, as shown in Figure 1-1.

Originally built in 1943 as a U.S. Navy air base, Southwest Oregon Regional Airport was converted to general aviation use after World War II. It was known as North Bend Municipal Airport until 2006, when it was renamed Southwest Oregon Regional Airport to avoid confusion with Bend Municipal Airport in central Oregon. A new passenger terminal was completed in 2008, followed by the opening of a new airport traffic control tower (ATCT) in 2009.

Southwest Oregon Regional Airport is publicly owned and operated by the Coos County Airport District (CCAD); a municipality established under Oregon law on December 4, 2002. The establishment of the CCAD was affirmed by a majority vote from the electorate of Coos County. A five-member board oversees the airport's daily operations and holds monthly public meetings. The primary aim of the CCAD is to maintain scheduled air service from the airport within the boundaries of Coos County. The mission of the CCAD is to serve the citizens of Coos County and benefit the Southwestern Oregon Region by providing quality commercial and general aviation services, while diversifying revenue sources to fund the safe and secure operation of the airport for the benefit of the users.

According to the 2020 U.S. Census data, the total population of Coos County is 64,929. The median household income is $60,313, and the employment rate is approximately 47.4 percent. The top five industries for civilian employment in Coos County are education and health care services (23.0 percent), retail trade (13.8 percent), arts, entertainment, recreation, accommodation and food services (13.3 percent), professional services (10.1 percent), and public administration (7.3 percent).

Figure 1-1 Vicinity Map
Southwest Oregon Regional Airport




Source: Ardurra, 2025

### 1.1.1. Airport Regional Role

Southwest Regional Oregon Airport is the fifth busiest commercial service airport in Oregon. The airport is part of the National Plan of Integrated Airport Systems (NPIAS) which includes over 3,000 FAA funded airports that play a significant role in the national air transportation system. The latest NPIAS report identified 54 airports in Oregon as being part of the NPIAS and classified OTH as a primary nonhub commercial airport. This classification is defined as an airport with more than 10,000 annual enplanements but handling less than 0.05 percent of the country's total annual commercial enplanements.

The Oregon Department of Aviation (ODA) develops and implements the *Oregon Aviation Plan* (OAP) The plan evaluates the overall condition of airports across the state and determines how well the system can meet both current and future aviation needs. It supports the Oregon Department of Aviation (ODA) in effectively planning and developing the statewide airport network, while also contributing to federal aviation planning efforts. The current edition, Version

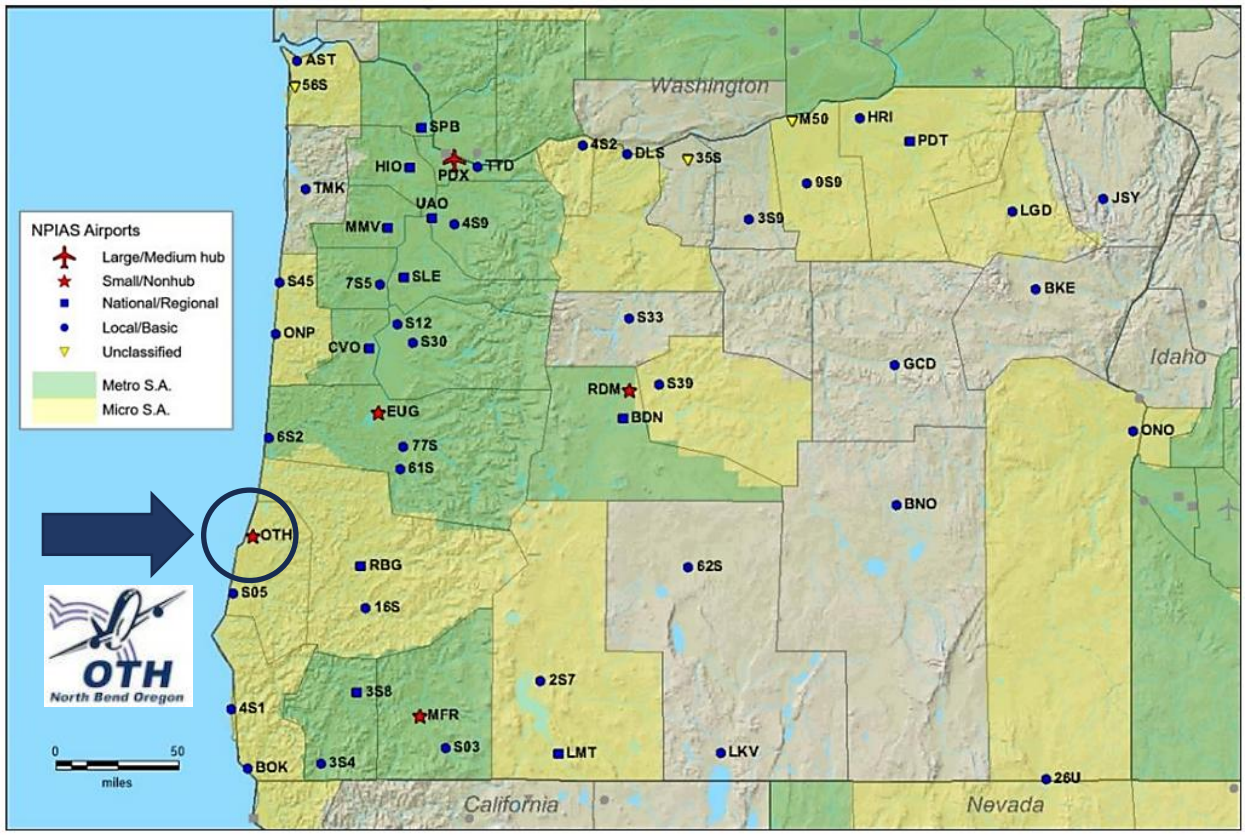
6.0, was published in 2019. OAP airports are placed into one of the following five categories based on existing aviation activity and services, geographic location, facility type, and market area characteristics:

- Category I: Commercial Service
- Category II: Urban General Aviation
- Category III: Regional General Aviation
- Category IV: Local General Aviation
- Category V: Remote Access/Emergency Services (RAES)

There are 97 airports included in the current OAP. Seven of these airports are categorized as commercial service, 12 are urban GA, 12 are regional GA, 27 are local GA, and 39 are RAES. Southwest Oregon Regional Airport is one of the 97 aviation facilities included in the current version of the OAP and is classified as a Category I: Commercial Service airport. These airports accommodate scheduled commercial airline service as well as a wide variety of general aviation activities. A key objective is to maintain a minimum runway length of 5,980 feet.

According to the NPIAS, 99.7 percent of people live within 30 miles of another NPIAS airport. Bandon State Airport in Bandon, Oregon is the only NPIAS airport within 30 miles of OTH. regon. Figure 1-2 presents a map of NPIAS airports in Oregon.

Figure 1-2 Oregon NPIAS Airports Map




Source: 2025 NPIAS Report

### 1.1.2. Airport Meteorological Conditions

A review of local meteorological conditions is needed for evaluating aircraft performance at the airport. Key climate elements such as temperature, precipitation, wind, visibility, and cloud ceiling heights are analyzed to support airport planning efforts. OTH sits within the Coast Range, which is an ecoregion spanning the full length of the Oregon coast. The Range stretches eastward through coastal forests to the boundary of the Willamette Valley and Klamath Mountains ecoregions. Its climate is shaped by cool, moist ocean air, making it the wettest and mildest region in the state. The average annual maximum temperature at Southwest Oregon Regional Airport is about 61°F, with the warmest months falling between July and September. Average annual precipitation is 58.7 inches, with December and January receiving about 10 inches of rainfall. The Pacific Ocean moderates the temperatures, resulting in minimal freezing conditions and rare snowfall.

The airport is located within the Tsunami Inundation Boundary, as identified by the National Oceanic and Atmospheric Administration (NOAA) and the Oregon Department of Geology and Mineral Industries. That is an area expected to be inundated by any tsunami generated by a magnitude 8.8 undersea earthquake.

## 1.2 Airport Facilities

The airport is divided into two primary areas, airside and landside, each serving distinct, but complementary roles. Airside areas encompass all facilities intended for aircraft operations, including runways, taxiways, aprons, and other movement areas where aircraft are parked, serviced, or maneuvered. Supporting these operations are key infrastructure systems, such as airport pavements, directional signage, lighting systems, navigational aids (NAVAIDS), and weather monitoring and reporting equipment. Together, these elements ensure safe and efficient aircraft movement and operations.

Landside areas focus on facilities supporting passenger movement and non-aircraft activities. These include passenger terminals, access roads, parking lots, and other infrastructure accommodating vehicles, travelers, and airport visitors. Landside facilities play a vital role in ensuring smooth access to and from the airport while catering to the needs of passengers and supporting services.

The overall layout of the airport is illustrated in Figure 1-3, and detailed information about specific landside facilities is provided in Figure 1-4.

Figure 1-3 Airport Facilities
Southwest Oregon Regional Airport


Source: Ardurra, 2025

Figure 1-4 Landside Facilities
Southwest Oregon Regional Airport


Source: Ardurra, 2025

| No. | Description | No. | Description |
|---|---|---|---|
| 1 | Main Terminal | 13 | U.S. Coast Guard |
| 2 | CCAD T-Hangar | 14 | CCAD Hangar |
| 3 | Air Traffic Control Tower (ATCT) with Beacon | 15 | GA Hangars |
| 4 | Reach | 16 | Oregon Department of Human Services |
| 5 | Aircraft Rescue and Firefighting Facility (ARFF) | 17 | Business Development Center |
| 6 | CCAD Commercial Hangar | 18 | Senior Center |
| 7 | Lighting Vault | 19 | Oregon State Police |
| 8 | Warehouse | 20 | Bureau of Land Management (BLM) |
| 9 | Light Industrial | 21 | North Bend Water Treatment Plant |
| 10 | FBO, Coos Aviation | 22 | Airport Heights Park |
| 11 | CCAD Hangar | 23 | UPS |
| 12 | CCAD Hangar | 24 | VolleyCart |

Source: CCAD, 2025

### 1.2.1. Runway System

There are two runways at OTH, a primary and crosswind runway. The design characteristics of the runway system have remained the same since the 2013 Airport Master Plan. The primary runway, Runway 5-23, is 5,980 feet long and 150 feet wide. The threshold for Runway 23 is displaced by 659 feet, with a 250-foot blast pad extending beyond the displaced threshold. The grooved asphalt surface is in good condition and has a published weight bearing capacity of 120,000 pounds for a single wheel gear (SWG), 215,000 pounds for dual wheel gear (DWG), 340,000 pounds dual tandem gear (DTG), and 800,000 pounds duel double tandem gear (DDTG). The pavement classification rating (PCR) for Runway 5-23 is 398/F/A/X/T. Runway 5 has precision approach markings, including threshold markings with twelve stripes, landing designators, aiming points, touchdown zone markings, edge markings, and centerline marking. Runway 23 has non-precision markings, which include all the markings as Runway 5 except the touchdown zone markings due to the length of the runway. The runway markings are in good condition.

The crosswind runway, Runway 13-31, is 4,470 feet long and 150 feet wide. This grooved asphalt runway is in good condition and has a published weight-bearing capacity of 120,000 pounds SWG; 190,000 pounds DWG, 305,000 pounds DTG, and 735,000 DDTG. The PCR for Runway 13-31 is 124/F/A/X/T. Runway 13-31 is painted with non-precision markings including landing designators, centerline, and aiming points. A summary of the runway system is shown in Table 1-1.

Table 1-1 Existing Airside Facility Information

Southwest Oregon Regional Airport

| Runway Detail | Runway 5 | Runway 23 | Runway 13 | Runway 31 |
|---|---|---|---|---|
| Length | 5,980′ | | 4,470′ | |
| Width | 150′ | | 150′ | |
| Landing Pattern | Left | Left | Left | Right |
| Surface | Asphalt/Grooved | | Asphalt/Grooved | |
| Pavement Classification Rating | 398/F/A/X/T | | 124/F/A/X/T | |
| Single Wheel | 120,000 lbs. | | 120,000 lbs. | |
| Dual Wheel | 215,000 lbs. | | 190,000 lbs. | |
| Dual Tandem | 340,000 lbs. | | 305,000 lbs. | |
| Dual Double Tandem | 800,000 lbs. | | 735,000 lbs. | |
| Instrument Procedure | ILS/LOC Z | VOR-B | VOR-B | VOR-B |
| Lighting | HIRL | | MIRL | |
| Approach Lighting | MALSR | No | No | No |
| Runway End Identifier Lights | No | Yes | Yes | Yes |
| Vertical Glide Slope Indicator | 4-PAPI | No | No | No |
| Markings | Precision | Non-Precision | Non-Precision | Non-Precision |
| Runway Condition | Good | | Good | |
| Displaced Threshold | No | Yes | No | |

Source: FAA Airport Master Record, 2025

### 1.2.2. Taxiway System

The airport has 19 named taxiways. Taxiway A is a parallel taxiway for Runway 5-23 and includes taxiway connectors A1 to A5. Taxiway B is a parallel taxiway for Runway 13-31 and includes taxiway connectors B1 to B3. Taxiway D connects the airline apron to Taxiway A. Taxiways C1 to C8 connect the general aviation areas to Taxiway B. A summary of the taxiway system is shown in Table 1-2.

Table 1-2 Taxiway System
Southwest Oregon Regional Airport

| Taxiway Designator | Width (ft) | Type |
|---|---|---|
| A | 50 | Parallel for Runway 5-23 |
| A1 | 60 | Connector to Runway 23 End |
| A2 | 60 | Connector to Runway 23 Displaced Threshold |
| A3 | 64 | Connector to Runway 5-23 |
| A4 | 64 | Connector to Runway 5-23 |
| A5 | 70 | Connector to Runway 5 End |
| B | 50 | Parallel for Runway 13-31 |
| B1 | 65 | Connector to Runway 31 End |
| B2 | 80 | Connector to Runway 13-31 |
| B3 | 80 | Connector to Runway 13-31 |
| C1 | 35 | Connector to South GA Apron |
| C2 | 35 | Connector to South GA Apron |
| C3 | 35 | Connector to GA Hangar (CCAD) |
| C4 | 35 | Connector to GA Hangar (CCAD) |
| C5 | 75 | Connector to FBO Apron |
| C6 | 75 | Connector to GA Apron |
| C7 | 75 | Connector to GA Apron |
| C8 | 40 | Connector to GA Apron and T-Hangars |
| D | 80 | Connector to Airline Apron and Terminal |

Source: CCAD, 2025

### 1.2.3. Pavement Conditions

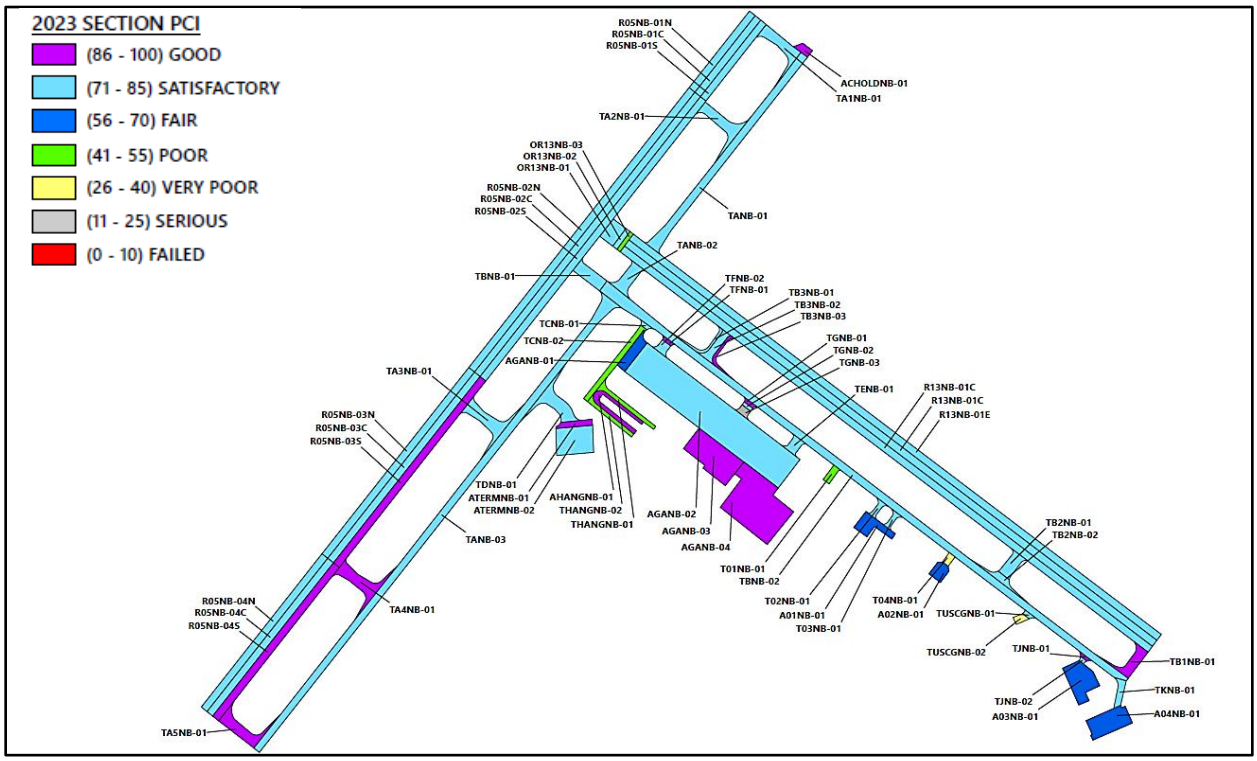
The Oregon Department of Aviation (ODA) routinely inspects the condition of airfield pavements at Oregon's public-use NPIAS airports as part of an ongoing statewide Pavement Evaluation Program (PEP). As part of this program, the ODA provides each airport with a pavement condition report every three years. This report includes recommendations for a five-year maintenance and rehabilitation plan. These recommendations are then incorporated into the statewide pavement maintenance program (PMP) which helps to fund the required projects. In this manner, the PEP provides an efficient mechanism for Oregon airports to identify and prioritize pavements requiring maintenance, rehabilitation, or replacement. This process also assists airport sponsors in complying with FAA Grant Assurance 11, which requires airports to establish a pavement maintenance and management program in return for receiving funding for pavement projects.

The inspections are conducted using the Pavement Condition Index (PCI) survey procedures documented in FAA AC 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements*; FAA AC 150/5380-7B, *Airports Pavement Management Program (PMP)*; and ASTM D5340-20, *Standard Test Method for Airport Pavement Condition Index Surveys*. PCI uses a rating system to score the condition of each pavement surface indicating the surface's functional performance. Standard PCI values range from 0 (i.e., failed) to 100 (i.e., good). As shown in Figure 1-5, there are seven corresponding color-coded categories.

The most recent inspection of the airport's airfield pavements was conducted in 2023, and the report was published in January 2024. The airport has 3,244,343 square feet of paved surfaces consisting of aprons, runways, and taxiways. Overall, the airport's pavements were determined to have an area-weighted average PCI rating of 80 which corresponds to an overall PCI of satisfactory. The section PCIs ranged from a low of 11 to a high of 100. The primary distresses observed during the inspection were block cracking, weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, depressions, and patching for AC-surfaced pavements, and spalling, linear cracking, shrinkage cracking, shattered slabs, corner breaks, and patching for PCC-surfaced pavements. In general, these ratings are considered good to satisfactory, which means most of the airfield pavements require only routine maintenance.

Figure 1-5 Pavement Condition Index Report

Southwest Oregon Regional Airport




Source: Oregon Department of Transportation, 2024

## 1.3 Airfield Navigation and Lighting

There are several types of NAVAIDs with differing functions and varying levels of sophistication available for use at airports. These can be simple devices such as visual markers, communication equipment to transmit radio signals, or more complex systems providing navigational guidance with a high degree of accuracy.

### 1.3.1. Visual Aids

Visual aids and airfield lighting provide pilots with important visual cues when operating at the Airport. Runway 5-23 is equipped with high intensity runway lights (HIRL) and Runway 13-31 is equipped with medium intensity runway edge lighting (MIRL). These systems have variable intensity control settings.

Runway 5 is equipped with a four-light precision approach path indicator (PAPI) located at the approximate touchdown point, and is owned and maintained by the CCAD. This system provides visual glideslope guidance during landing. Both runways have a standard three-degree glide path angle. Runway 5 also has a medium-intensity approach lighting system with runway alignment indicator lights (MALSR). It is part of the Instument Landing System (ILS) and owned and maintained by the FAA.

Runway 23 and Runway 13-31 are equipped with runway end identifier lights (REILs), owned and maintained by the CCAD. REILs provide rapid and positive identification of the approach end of a runway. They are especially helpful when the runway is near a large concentration of lights, lacks contrast with the surrounding terrain, or during periods of reduced visibility. The system consists of two synchronized flashing lights placed laterally on each side of the runway threshold.

Other visual aids at the airport include airfield signage, a primary wind cone with a segmented circle and traffic pattern indication, supplementary wind cones, and a rotating beacon, all owned and maintained by the CCAD.

### 1.3.2. Electronic Aids

Electronic navigational aids use a combination of ground-based transmission facilities and onboard receiving instruments to help pilots navigate with a high degree of accuracy.

Runway end 5 is equipped with an Instrument Landing System (ILS), owned and maintained by the FAA, enabling precision approaches. The ILS is a critical ground-based electronic NAVAID allowing pilots to safely execute instrument approach procedures to a runway, particularly under low-visibility conditions. The ILS system consists of several key components: the localizer (LOC), distance measuring equipment (DME), and glideslope (GS). The localizer provides horizontal guidance along the extended runway centerline, helping pilots align with the runway as well as DME from the runway threshold. The glideslope offers vertical guidance at a three-degree descent angle to ensure the aircraft descends to the correct touchdown point on the runway.

There is also a very high frequency omnidirectional range with DME (VOR/DME), identified as North Bend (OTH), located approximately 3.5 miles east of the airport. A VOR is a ground-based NAVAID widely used within the National Airspace System (NAS). It is aligned with magnetic north

and transmits azimuth information for high and low altitude routes and airport approaches. These signals enable pilots to navigate by flying to or from the station along a specific radial or to execute precise course changes.

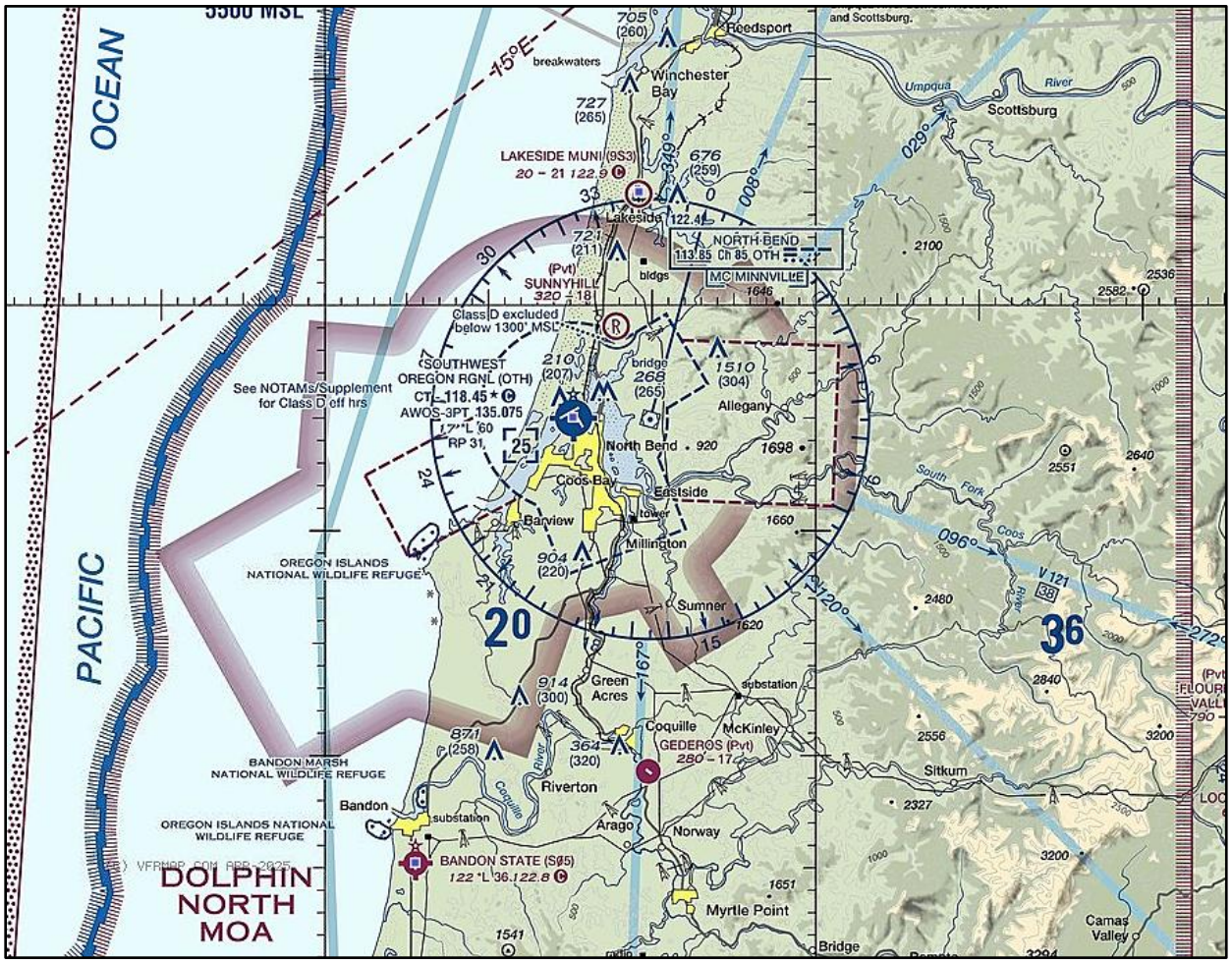
### 1.3.3. Meteorological Aids

The airport is equipped with an Automated Weather Observing System (AWOS)-3PT system owned and maintained by the FAA. These systems have sensors that measure wind data (e.g., speed, direction, and gusts), temperature, dew point, altimeter, density altitude, visibility, precipitation, cloud coverage, and cloud height. The most notable feature of the system is the ability to detect thunderstorms and lightning within a 30-mile radius. The AWOS is located in the infield north of the primary wind cone and segmented circle.

### 1.3.4. Local Airspace

Southwest Oregon Regional Airport has an airport traffic control tower (ATCT). While the ATCT is in operation, the airport is surrounded by Class D airspace, which is controlled and extends from the ground to 2,500 feet above the airport. Class E airspace extends beyond the Class D airspace, which is also controlled. When the ATCT is not in operation, the Class D airspace becomes Class E. The Dolphin North Military Operations Area (MOA) begins at 11,000 feet above the airport and extends up to but not including 18,000 feet (FL180) and is normally active between 8:00 am to 4:00 pm. West of the Dolphin North MOA is a Warning Area, W-93 North, and the Air Defense Identification Zone (ADIZ). Figure 1-6 shows the various airspace boundaries above and around the airport.

Figure 1-6 Sectional Map
Southwest Oregon Regional Airport




Source: FAA, Klamath Falls Sectional Aeronautical Chart, June 12, 2025

### 1.3.5. Published Approach and Departure Procedures

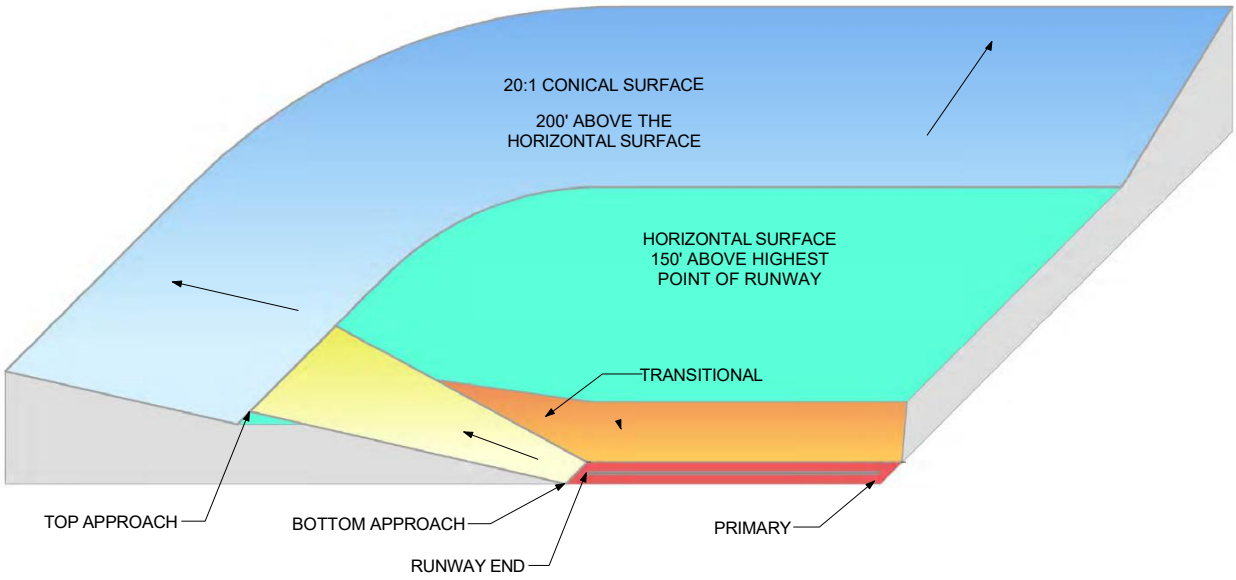
There are five published instrument approach procedures at Southwest Oregon Regional Airport. The best approach minimums offered at the airport are from the ILS to Runway 5 with a minimum descent altitude (MDA) of 200 feet and one-half mile visibility. There is one published departure procedure, the North Bend Seven Departure, that relies on radials from the OTH VOR/DME east of the airport.

### 1.3.6. Part 77 Surfaces

It is important to evaluate the Airport's airspace to plan for and protect both existing and future approaches. This includes determining if any obstructions penetrate the imaginary surfaces defined in Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace* or the approach and departure surfaces defined in FAA AC 150/5300-13B, *Airport Design*.

Title 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*, establishes standards for determining obstructions to airspace. Part 77 describes imaginary surfaces surrounding airports to be protected from natural and manufactured obstructions considered to be aeronautical hazards. The Part 77 surfaces affecting an airport include the primary, approach, transitional, horizontal, and conical surfaces. These surfaces shown in Figure 1-7. Part 77 surface dimensions for Runway 5-23 and Runway 13-31 are listed in Table 1-3.

Figure 1-7 Typical Part 77 Surfaces




Source: Ardurra, 2025

Table 1-3 Part 77 Surface Dimensions
Southwest Oregon Regional Airport

| Surface | Runway 5-23 | | Runway 13-31 |
|---|---|---|---|
| **Primary Surface** | | | |
| Width | 1,000′ | | 500′ |
| Length Beyond Runway End | 200′ | | 200′ |
| **Horizontal Surface** | | | |
| Height Above Airport Elevation | 150′ | | 150′ |
| Radius Arc | 10,000′- foot arc | | 5,000-foot arc[1] |
| **Conical Surface (Upward from the periphery of Horizontal Surface)** | | | |
| Length | 4,000′ | | 4,000′ |
| Slope | 20:1 | | 20:1 |
| **Transitional Surface** | | | |
| Slope | 7:1 | | 7:1 |
| **Approach Surface Runway** | **5 (precision)** | **23 (visual)** | **13-31 (visual)** |
| Inner Width | 1,000′ | 1,000′ | 500′ |
| Outer Width | 16,000′ | 1,500′ | 1,500′ |
| Length | 10,000′ | 5,000′ | 5,000′ |
| Slope | 50:1 | 20:1 | 20:1 |
| Extended Length | 40,000′ | N/A | N/A |
| Extended Slope | 40:1 | N/A | N/A |

Source: FAA, AC 150/5300-13B, Airport Design, Table 3-4
[1] When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs., the 5,000-foot arc shall be disregarded on the construction of the perimeter of the horizontal surface.

### 1.3.7. Obstructions

There are numerous tree obstructions listed in the FAA Chart Supplement for Southwest Oregon Regional Airport for Runways 5, 13, and 31. Objects other than trees and vegetation listed in the Chart Supplement are identified in Table 1-4. Notable obstructions are ships passing through the shipping channel adjacent to the airport and objects on rising terrain south of the airport.

Table 1-4 Non-Tree Obstructions
Southwest Oregon Regional Airport

| Runway | Obstruction | Height | Location |
|---|---|---|---|
| 5 | Tower | 23′ | 283′ from runway end, 207′ right of centerline |
| 5 | Ship | 140′ | 1,000′ from runway end, on centerline |
| 5 | Bridge | 89′ | 1,886′ from runway end, 628′ left of centerline |
| 5 | Transmission Line | 215′ | 4,259′ from runway end, 1,563 right of centerline |
| 5 | Bridge, Transmission Line | 265′ | 4,741′ from runway end, 579′ right of centerline |
| 13 | Vehicle | 33′ | 37′ from runway end, 174′ left of centerline |
| 13 | Buildings, Transmission Lines, Poles | 76′ | 412′ from runway end, 14′ right of centerline |
| 13 | Building | 108′ | 3,059′ from runway end, 299′ right of centerline |
| 13 | Spire | 243′ | 3,066′ from runway end, 68′ left of centerline |
| 13 | Pole | 77′ | 3,418′ from runway end, 512′ right of centerline |
| 13 | Pole | 298′ | 3,876′from runway end, 7′ left of centerline |
| 13 | Pole | 238′ | 1 mile from runway end, 16′ right of centerline |
| 13 | Pole | 75′ | 1.3 miles from runway end, 977′ right of centerline |
| 23 | Ship | 140′ | 4,050′ from runway end, on centerline |
| 31 | Ship | 140′ | 1,000′ from runway end, on centerline |

Source: FAA Chart Supplement, 10 July 2025 to 7 August 2025

## 1.4 Commercial Service Passenger Terminal Facilities

The passenger terminal area at Southwest Oregon Regional Airport is centrally located and self-contained on a terraced slope facing north. The area includes a terminal building with one concourse and two aircraft gates (no passenger boarding bridges), a parking lot with accessible parking and a rental car ready return, a curbside loading area, and an aircraft apron.

### 1.4.1. Passenger Terminal

The passenger terminal building is located on the south side of Taxiway A and west of the main apron. The terminal was constructed and opened in 2008 and has three levels, with the public entrance located on the southwest side at the second-floor level. The first floor (ground level) of the building provides space for checked baggage screening, departure hold room, Transportation Security Administration (TSA) and airline offices, freight storage, and restrooms. The second floor provides space for airline ticket counters, baggage claim, passenger screening, concessions, rental car counters, and restrooms. The third floor is dedicated to airport administration and is accessible via stairwell or elevator. This level includes a boardroom, staff offices, a work area, storage rooms, kitchen, reception area, and restrooms. The functional space allocation for each floor of the terminal is outlined in Table 1-5 and the terminal main entrance is shown in Figure 1-8.

Table 1-5 Terminal Functional Areas
Southwest Oregon Regional Airport

| Terminal Areas | Square Feet |
|---|---|
| Airline Offices | 1,290 |
| Airline Ticket Counters | 626 |
| Baggage Claim | 868 |
| Departure Holding Room Area | 2,330 |
| Checked Baggage Security Screening | 1,610 |
| TSA Offices | 918 |
| Air Freight | 566 |
| Concessions | 557 |
| Retail | 700 |
| Rental Car Counters | 192 |
| Airport Administration | 3,438 |
| Restrooms | 1,302 |
| Circulation, Waiting, Airline, and Airport | 13,585 |
| **Total Terminal Area** | **29,834** |

Source: CCAD, 2013 Southwest Oregon Regional Airport Master Plan

Figure 1-8 Passenger Terminal
Southwest Oregon Regional Airport


Source: Ardurra, 2025

### 1.4.2. Aircraft Apron and Gate

The terminal apron is approximately 54,135 square feet and connects to the airfield via Taxiway D. There is one parking stand that accommodates the current equipment serving OTH including the CRJ-200 and ERJ-175. Passenger access between the apron and terminal building is by an escalator through Gate 1. There are no passenger boarding bridges providing direct connection between aircraft and the terminal. Passengers must walk outside on the apron and use a ramp to access an aircraft, as shown in Figure 1-9.

Figure 1-9 Terminal Apron and Parking Stand
Southwest Oregon Regional Airport


Source: Ardurra, 2025

### 1.4.3. Terminal Access and Vehicle Parking

Public access to the terminal is from Colorado Avenue and Airport Lane. Vehicle parking for the terminal building consists of five distinct parking areas, which was expanded in September 2025 to add 90 spaces. The expanded configuration of the parking lot is shown in Figure 1-10. There are 247 total parking spaces, which include eight accessible spaces close to the terminal and 35 spaces dedicated for rental cars. Five pull-trough stalls are for shuttle buses and are not included in the total parking space count. An accessible sidewalk connects the parking areas to the terminal.

Parking is free; however, local policy dictates that vehicles parked for more than 30 days without prior approval may be considered abandoned and subject to removal at owner's expense.

Figure 1-10 Airport Parking and Terminal Access
Southwest Oregon Regional Airport

Source: CCAD, 2025

## 1.5 General Aviation and Support Facilities

This section details general aviation (GA) facilities including GA apron, aircraft hangars, tiedown areas, and GA tenant areas. Additionally, support facilities are detailed including ATCT, aircraft rescue and firefighting (ARFF), fixed based operator (FBO), fuel storage, and other airport owned facilities.

### 1.5.1. Fixed Base Operator

Coos Aviation is the only fixed base operator (FBO) at the airport. They provide a variety of aviation services to the general aviation community, including fuel, both Jet A and 100LL, aircraft rental, flight training, rental car, pilot lounge, and aircraft maintenance. Coos Aviation is located at the south end of the general aviation apron and their normal business hours are 7:00 am to 7:00 pm. The main office is shown in Figure 1-11.

Figure 1-11 Coos Aviation FBO
Southwest Oregon Regional Airport


Source: Ardurra, 2025

### 1.5.2. Air Medical Services

Reach Air Medical Services occupies a 4,000 square foot office at the north end of the GA apron, which was formerly used by an FBO, and specializes in medical air transport of patients and organs using a combination of fixed wing aircraft and helicopters. Reach has two King Air 90 turboprop aircraft based at OTH at the south apron. Reach's lease with CCAD for the facility expires in 2041.

### 1.5.3. Aircraft Storage Hangars

There are several hangars across Southwest Oregon Regional Airport used for storing aircraft. At the north end of the general aviation apron directly east of the commercial airline apron, there is a 14-unit T-hangar complex owned by the CCAD. Centrally located on the edge of the general aviation apron, there is a large 30,000 square foot commercial hangar owned by the CCAD and available for lease or rental, shown in Figure 1-12. There are two hangars between Coos Aviation and the U.S. Coast Guard along Taxiway B that are owned by the CCAD, one is 8,000 square feet and leased to Reach Air Medical Services, and the other is 11,000 square feet and leased to Coos Aviation for aircraft maintenance and storage. There are five general aviation box hangars located at the two south aprons adjacent to the Runway 31 end and south of the U.S. Coast Guard ranging in size from 1,300 to 5,000 square feet. Four are owned by CCAD and one is privately owned. The privately owned hangar (Building 2) is 5,000 square feet and reverts to CCAD in September 2028.

Figure 1-12 Commercial Hangar
Southwest Oregon Regional Airport

Source: Ardurra, 2025

### 1.5.4. Airport Traffic Control Tower (ATCT)

Southwest Oregon Regional Airport has an airport traffic control tower (ATCT) to provide positive separation of aircraft in the airport's operational areas and with the airport's Class D airspace. North Bend Tower as it is known locally is a Federal Contract Tower (FCT), meaning staffing is provided by a contractor, in this case Serco. The ATCT is in operation from 7:00 am to 9:00 pm local, daily. The ATCT was constructed in 2009 and is located between Taxiways A, B, C, and D at the north end of the general aviation apron. The building is approximately 5,000 square feet and approximately 100 feet tall and is owned and maintained by CCAD. The ATCT does not have radar capability.

### 1.5.5. Aircraft Rescue and Firefighting (ARFF)

The ARFF index for the Southwest Oregon Regional Airport is Index A based on the average daily operations of a CRJ-200 or ERJ-175 aircraft with an average of two daily departures during the busiest three consecutive calendar months. ARFF Index B coverage is available with advance notice. Table 1-6 lists the current ARFF vehicles at the airport. The vehicles are housed in a new ARFF facility that was completed in 2023 east of the terminal building. The ARFF facility has four vehicle bays, offices, storage rooms, sleeping quarters, a kitchen, and a video training room. Staffing for ARFF coverage is provided by CCAD Operations staff.

Table 1-6 Airport ARFF Equipment
Southwest Oregon Regional Airport

| Year | Make/Model | Capacity | Condition |
|---|---|---|---|
| 2015 | Oshkosh Striker (ARFF 1) | 1,500 gallons of water<br>230 gallons of foam<br>500 pounds of dry chemical<br>(1) 20-pound BC fire extinguisher<br>(1) 20-pound CO2 fire extinguisher | In service |
| 2002 | KME ARFF All-Wheel Drive (ARFF 2) | 1,500 gallons of water<br>250 gallons of foam<br>500 pounds of dry chemical<br>(1) 20-pound BC fire extinguisher<br>(1) 20-pound CO2 fire extinguisher | Used as a tender only, unable to dispense foam |
| 1987 | Oshkosh P-19 (ARFF 3) | 1,000 gallons of water<br>130 gallons of foam<br>500 pounds of dry chemical<br>(1) 40-pound BC fire extinguisher | In service, engine rebuilt in 2008 |

Source: CCAD, 2025

### 1.5.6. Fuel Facilities

There is one fuel farm on the airport located between the terminal apron and the ARFF station. There are three above ground fuel storage tanks for Jet-A with a capacity of 12,000 gallons each, and two above ground fuel storage tanks for Avgas (100LL) with a capacity of 5,000 gallons each. Although not part of the airport property, the U.S. Coast Guard has one above ground fuel storage tank for Jet-A with a capacity of 36,000 gallons. Coos Aviation provides fuel for the airlines via truck and a direct access road between the fuel farm and the terminal apron.

### 1.5.7. Cargo Facilities

A new 9,800 square foot cargo building was completed in 2026 along the eastern edge of the GA apron and south of the commercial hangar. FedEx leases approximately one third of the facility to process cargo transported by their Cessna 208 Caravans.

Ameriflight operates from the GA apron and transports cargo for UPS, who operates a ground transfer facility on a non-aviation parcel of the airport. There are no airside cargo facilities used by UPS other than the GA apron.

### 1.5.8. United States Coast Guard Air Station North Bend

The U.S. Coast Guard maintains an air station on the south end of the airport. The U.S. Coast Guard Air Station North Bend contributes to the overall mission of the U.S. Coast Guard by providing search and rescue operations, enforcing the law, protecting the environment, protecting ports and waterways, and responding to incidents. While not part of the CCAD's jurisdiction, the air station is within the airport boundary and has direct access to Taxiway B and the rest of the airfield. The

U.S. Coast Guard facility includes apron space for five aircraft, two of which are dedicated to helicopters. Five MH-65 Dolphin helicopters are based at the air station. One large conventional hangar is capable of storing four of the five based helicopters.

### 1.5.9. Airport Maintenance

The CCAD has two locations that are dedicated for airport maintenance. The first is located at 2301 Colorado Avenue, where light maintenance equipment is stored and maintained, and the second is at the Bureau of Land Management (BLM) at 1300 Airport Lane, where CCAD uses half of the warehouse for large equipment storage and heavy maintenance.

### 1.5.10. Airport Snow Removal and Deicing

Snow accumulation and icing conditions are rare at OTH due to the area's mild winters. However, the airport maintains a Snow and Ice Control Plan (SICP) to document procedures for monitoring weather conditions and managing slush, snow, and ice removal operations during winter storm events. Priority 1 areas include Runway 5-23, Taxiway A, NAVAIDS, the terminal apron, and ARFF access routes. Priority 2 areas include Runway 13-31, Taxiway B, and east connectors.

Table 1-7 lists the snow removal equipment (SRE) used by the airport. Deicing occurs as needed on the terminal apron and is performed by the airline. There is no dedicated SRE building at the airport.

Table 1-7 Snow Removal Equipment
Southwest Oregon Regional Airport

| Year | Make | Description | Condition |
|---|---|---|---|
| 2024 | Kubota | 60" mower with 7' broom attachment | New |
| 2009 | TYM 903 | 4x4 tractor with half-yard bucket | Usable bucket |

Source: CCAD, 2025

## 1.6 Non-Aviation Facilities

There are several non-aviation facilities located at the airport that support the financial activities of CCAD. Airport Heights Park and the Enterprise Business Center are owned and maintained by CCAD. The wastewater treatment plant is owned by the City of North Bend. A new master plan for Airport Heights Park was approved by the CCAD Board on March 27, 2025. Table 1-8 describes the facility, address, and lease expiration for each entity.

Table 1-8 Non-Aviation Facilities

Southwest Oregon Regional Airport

| Facility | Location | Lease Expiration |
|---|---|---|
| Bureau of Land Management (BLM), Coos Bay District | 1300 Airport Lane | 2039 |
| Oregon State Police (OSP), Coos Bay Area Command | 1360 Airport Lane | 2030 |
| Oregon Department of Human Services (ODHS) | 1431 Airport Lane | 2036 |
| Oregon Department of Human Services (ODHS) | 2675 Colorado Avenue | 2032 |
| North Bend Senior Center | 1470 Airport Lane | 2037 |
| United Parcel Service (UPS) | 1660 Cessna Circle | 2036 |
| City of North Bend Wastewater Department | 1255 Airport Lane | N/A |
| Enterprise Business Center | 2455 Maple Leaf | N/A |
| Airport Heights Park | 2998 Colorado Avenue | N/A |
| Big Tent (Building 52) | 1509 E. Airport Way | Month-Month |
| CNC Metal Warehouse (Building 54) | 2900 Colorado Avenue | Month-Month |
| Light Industrial (Building 56) | 2275 Colorado Avenue | 2030 |
| Peterson CAT (Building 57) | 1570 Maple Leaf | 2044 |
| Light Industrial (Building 58) | 2300 Maple Leaf | 2037 |

Source: CCAD, 2025

## 1.7 Wind Data

The FAA advises the primary runway at an airport be oriented in the direction of the prevailing wind. The most desirable runway orientation is based on the largest wind coverage with the minimum allowable crosswind. By aligning the runway with the predominant wind, there is an increase in operational safety due to the aerodynamic design of an aircraft. A crosswind is a wind that is not parallel with the runway, and wind coverage is the percentage of time a crosswind is below an acceptable speed.

A wind analysis was completed to determine the wind coverage for Runway 5-23 and Runway 13-31, as shown in Table 1-9**.**

Table 1-9 Wind Coverage Analysis for Runways 5-23 and 13-31

Southwest Oregon Regional Airport

| Crosswind Component | Runway 5-23 | | | Runway 13-31 | Combined |
|---|---|---|---|---|---|
| | All Weather | IFR | VFR | VFR | All Weather |
| 10.5 Knots | 86.10% | 92.21% | 83.96% | 93.36% | 97.81% |
| 13 Knots | 90.73% | 95.40% | 89.12% | 96.89% | 99.41% |
| 16 Knots | 95.86% | 98.42% | 95.00% | 99.22% | 99.92% |
| 20 Knots | 99.11% | 99.66% | 98.93% | 99.85% | 100.00% |

Source: FAA, Airport Data and Information Portal (ADIP), 2025

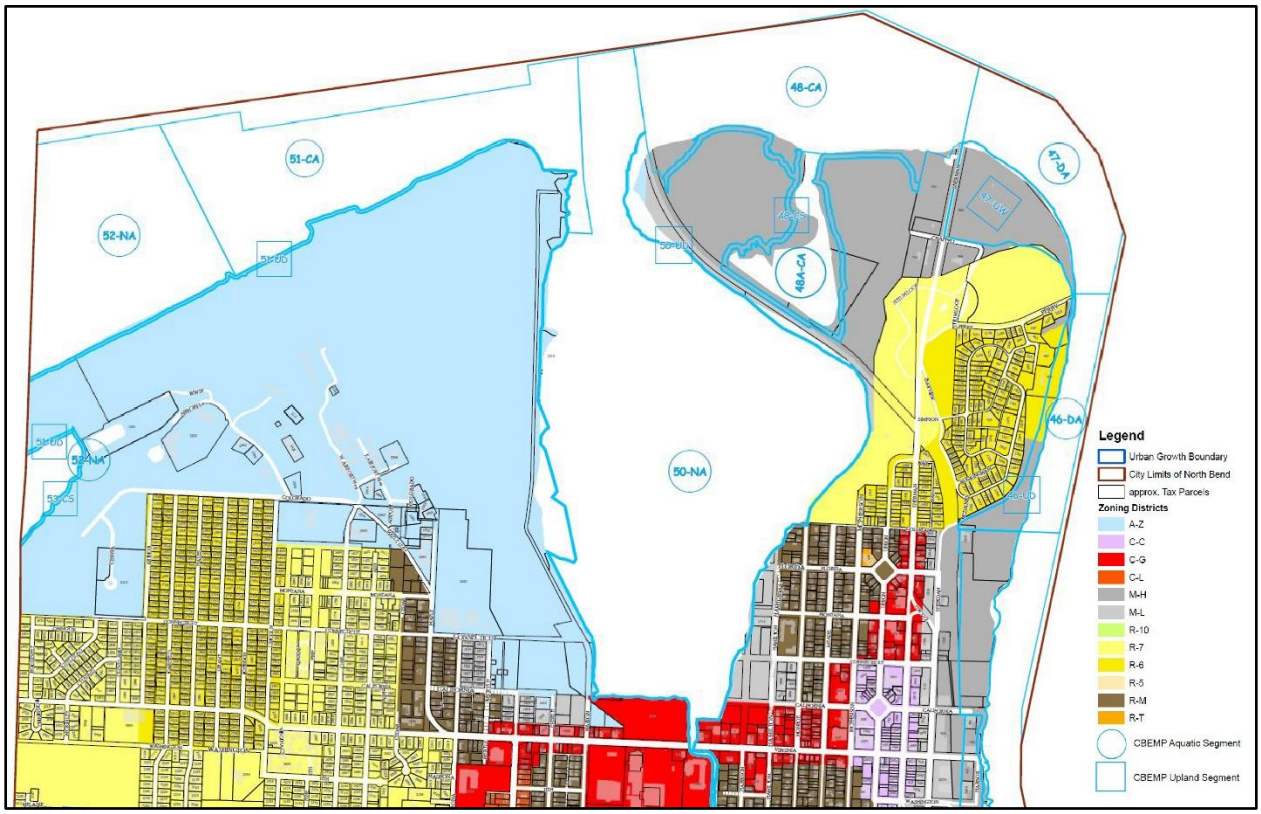
## 1.8 Property, Land Use and Zoning

Effective compatible land use planning around an airport addresses airspace, safety, and noise considerations. In many instances, the community's willingness to take a proactive approach in establishing compatible land use policies around an airport prevents the need to be reactive and mitigate more severe conflicts in the future. Effective comprehensive land use compatibility plans consider both height and land use restrictions and are incorporated through zoning measures. Coupled with other proactive measures, such as voluntary noise abatement programs and selective fee-simple land acquisition, proactive planning protects both the airport and the surrounding community. Furthermore, federal grant assurances require airport sponsors to operate and maintain the airport in a safe and serviceable condition, prevent and remove airport hazards, and take appropriate measures to ensure compatible land uses exist around the airport.

It is important to distinguish the differences between basic land use zoning and height restrictive zoning. As its name implies, the intent of height restrictive zoning is to protect the airspace around an airport from objects or structures that may pose hazards to aircraft operations. In general, this type of zoning conforms to Part 77. On the other hand, land use zoning intends to prevent incompatible land uses near an airport. Not only does this practice protect the airport, but it also helps prevent the effects of airport operations, such as noise, dust, fumes, or aircraft accidents, from having a negative impact on sensitive land uses such as residential areas.

The portion of the airport property that falls with the City of North Bend is designated as Airport Zone (A-Z) on the 2020 City of North Bend Zoning Map, as established by Chapter 18.52 of the North Bend City Code. The Airport Zone serves to regulate the land use within the Southwest Oregon Regional Airport boundary. As shown in Figure 1-13, most of the land south of the airport is zoned residential, in addition to some industrial and commercial zones to the southeast.

Figure 1-13 OTH Vicinity Zoning
City of North Bend




Source: City of North Bend, 2020 Zoning Map

The North Bend City Code also has an Airport Overlay Zone (AOZ) as described in Chapter 18.56 to protect the operational safety and long-term viability of OTH. The AOZ includes protections for Part 77 imaginary surfaces and other impact areas, including runway protection zones and noise impact boundaries. Restrictions include limits on structure height, outdoor lighting, glare, water impoundments, and certain land uses such as new residential development and public assembly facilities. These requirements are integrated into the city's zoning and permit review processes and are intended to prevent land use conflicts, protect airspace, and support the continued safe operation of the airport.

A western portion of the airport property, including the Runway 5 end, lies within the City of Coos Bay. This area is not zoned on the City of Coos Bay's 2021 Zoning Map, and the Coos Bay Municipal Code does not provide overlay protections or development standards related to airport operations. Land adjacent to the west of this portion of the airport is zoned Small Lot Residential (SLR) according to the 2021 Zoning Map. Coos Bay is a deep-draft development estuary, with maintained jetties and channels exceeding 22 feet in depth. As a result, the portion of the airport property within the City of Coos Bay is designated as Development Aquatic Area (DA) in the 2013 Coos Bay Estuary Management Plan.

The Cities of North Bend and Coos Bay are located within Coos County, which has established an Airport Operations (AO) zoning district and an Airport Overlay Zone (AOZ) under Chapter 4 of the

Coos County Zoning and Land Development Ordinance (1985). The AO zoning district applies to areas intended for aviation-related facilities, support activities, and open space buffers. The AOZ, by contrast, is designed to regulate airspace protection and applies the same dimensional criteria and airport protection standards as the City of North Bend AOZ to regulate the Part 77 surfaces that extend beyond city limits.