



Southwest Oregon Regional Airport

Airport Master Plan

Chapter Three: Facility Requirements

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DRAFT



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Chapter 3. Facility Requirements

To plan for the future of Southwest Oregon Regional Airport (OTH), it is necessary to determine if the existing airport facilities can safely and efficiently accommodate current and forecasted levels of activity. Each of the primary facilities at the Airport was analyzed to determine if improvements are required to meet new or updated standards developed and adopted by the FAA or other regulatory agencies. The analysis was used to help determine if new facilities are needed, or if existing facilities must be upgraded to support the Airport's strategic vision.

The main goal of the analysis was to identify what improvements are needed, when they will be needed, and to document the purpose and justification for improvements. Each facility was assessed to determine its ability to safely and efficiently accommodate the forecasted activity levels and to determine if they meet current FAA design standards, recommendations, requirements, and design considerations. Alternative methods of addressing these potential development projects will be discussed and evaluated in Chapter 4, Development Alternatives.

3.1 Emerging Trends

The global push toward energy sustainability and new air-mobility solutions is driving a rapid evolution of airport infrastructure needs. Electric propulsion is no longer a distant idea but an imminent reality: light-general-aviation aircraft and regional transports are all in various stages of certification or demonstration.

At the time of this writing, electric vertical-takeoff-and-landing (eVTOL) vehicles are nearing, or have been recently certified by the FAA, with the goal being to serve as a new class of rotorcraft-like operators. The industry has been anticipating these aircraft will require vertiport sites in new locations that drive demand.

At OTH, a dedicated vertiport site is not expected to be required in the planning period as it is more likely that new eVTOL operators will use existing runways, taxiways, and heliport locations rather than stand-alone "vertiports." Additionally, some eVTOLs that have tilt rotors and are designed to fly utilizing wings are likely to use the runway for takeoff and landing, which is more power efficient than vertical operations. It is conceivable that commercial passengers using the OTH terminal may one day be using eVTOL aircraft to access their final destination. Thus, consideration is needed as to how those commercial airline passengers get from the terminal to the FBO or dedicated eVTOL facility.

In 2021, the Coos County Airport District CCAD applied for a Connect Oregon Grant to install an eVTOL parking position with charging station in cooperation with Beta Technologies as part of a new cargo facility, apron expansion, and pacific northwest seafood transfer facility. To date, the eVTOL infrastructure has not been constructed; however, the regional growth observed around North Bend and Coos Bay presents a realistic opportunity to attract new or additional interest from emerging eVTOL providers. Space at OTH should be preserved for at least one eVTOL parking position plus charging stations, with additional space for future expansion, if needed.

3.2 Capacity Analysis

Airfield capacity is the theoretical maximum number of aircraft operations (takeoffs or landings) that can be accommodated on the runway system without undue delays or compromises to safety.

The methodology for calculating airfield capacity is detailed in FAA AC 150/5060-5, *Airport Capacity and Delay*. This guidance provides procedures to determine the Annual Service Volume (ASV) and hourly capacity, offering a reasonable estimate of an airport’s annual and peak-period capabilities. ASV accounts for runway configuration, aircraft fleet mix, and various operating configurations, while hourly capacity considers peak period activity and weather conditions to estimate the maximum number of operations possible in one hour. For long-range planning, pre-determined calculations in FAA AC 150/5060-5 may be used if certain assumptions are met, such as runway and taxiway configuration, airspace, runway instrumentation, percentage of arrivals, departures, and touch ‘n go’s. These conditions are currently met at OTH.

The ASV for OTH is approximately 200,000 annual operations. The results of the capacity analysis are shown in Table 3-1. OTH is projected to remain well below the 60 percent capacity threshold for determining the need for airfield capacity improvements.

Table 3-1 Airfield Capacity
Southwest Oregon Regional Airport

Description	2023	2028	2033	2043
Hourly Operational Capacity				
VFR	77	77	77	77
IFR	57	57	57	57
Annual Service Volume (ASV)	200,000	200,000	200,000	200,000
Forecast Operational Demand	16,916	19,923	20,760	22,521
Annual Demand % ASV	8%	10%	10%	11%

Source: FAA AC 150/5060-5; Ardurra, 2026

3.3 Airfield Requirements

An assessment of the Airport’s airside facilities was conducted to determine their ability to safely and efficiently accommodate the activity forecasted for the 20-year planning period. This determines if the runways, taxiways, and navigational aids are compliant with FAA design and safety standards. The results of this analysis are also used to help determine when improvements are needed to meet specific operational demands.

3.3.1 Design Standards

The FAA uses a standardized coding system to define airport design criteria based on the operational and physical characteristics of the critical aircraft. The critical aircraft is defined as the most demanding aircraft – or group of aircraft with similar characteristics – that perform regular

operations at the Airport. This may be a single aircraft type or a composite of the most demanding characteristics from multiple aircraft with at least 500 annual operations.

The aircraft approach category (AAC) is designated by a letter based on the speed of an aircraft as it approaches a runway for landing, as detailed in Table 3-2. The airplane design group (ADG) is designated by a Roman numeral and is based on an aircraft’s wingspan and tail height, as detailed in Table 3-3.

Table 3-2 Aircraft Approach Categories
Southwest Oregon Regional Airport

Category	Approach Speed
A	Less than 91 knots
B	91 knots or more but less than 121 knots
C	121 knots or more but less than 141 knots
D	141 knots or more but less than 166 knots
E	166 knots or more

Source: FAA AC 150/5300-13B, Airport Design, Table 1-1

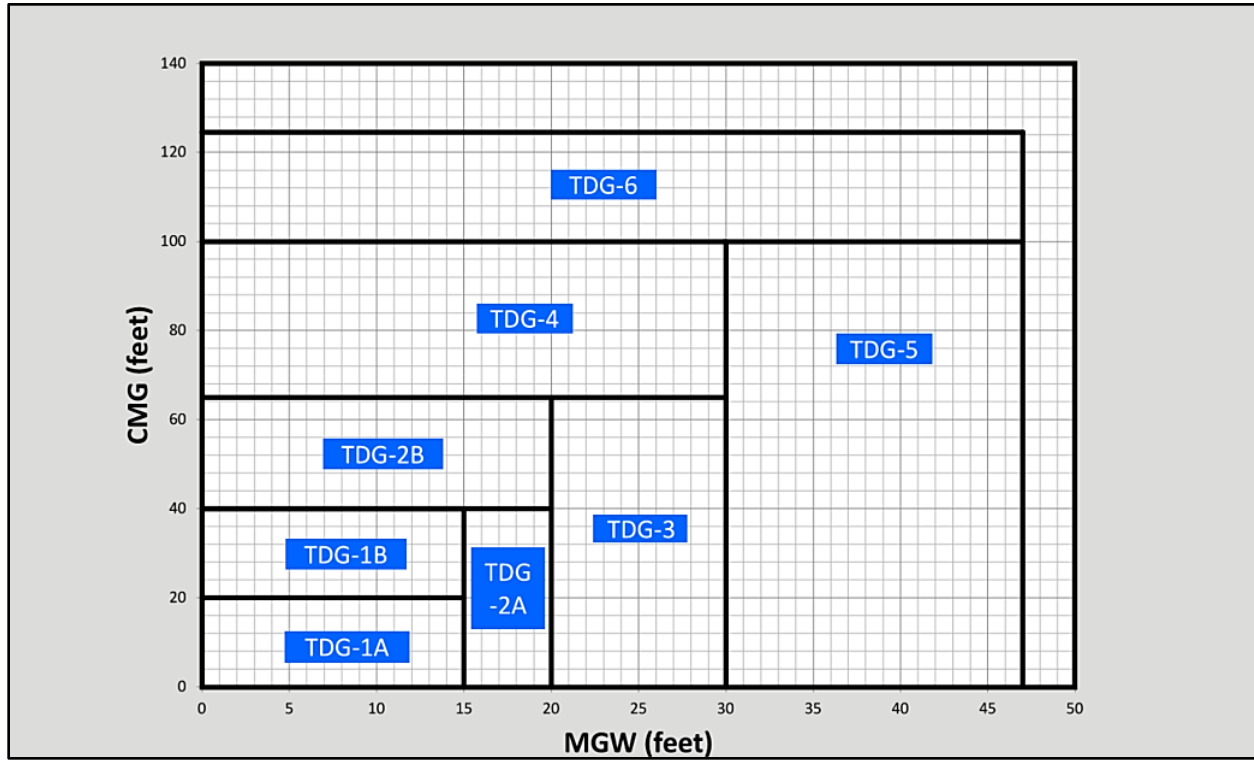
Table 3-3 Airplane Design Group
Southwest Oregon Regional Airport

Group	Wingspan	Tail Height
I	<49 feet	<20 feet
II	49 feet - <79 feet	20 feet - <30 feet
III	79 feet - <118 feet	30 feet - <45 feet
IV	118 feet - <171 feet	45 feet - <60 feet
V	171 feet - <214 feet	60 feet - <66 feet
VI	214 feet - <262 feet	66 feet - <80 feet

Source: FAA AC 150/5300-13B, Airport Design, Table 1-2

The taxiway design group (TDG) is used to establish the correct design factors for taxiway width. As shown in Figure 3-1, it is based on the dimensions of an aircraft’s landing gear. This includes the distance from the cockpit to the main gear (CMG) and the outer-to-outer main gear width (MGW). Each taxiway at an airport can have a different TDG classification based on the most demanding size and type of aircraft expected to use a particular taxiway. Figure 3-1 illustrates how the TDG changes with CMG and MGW.

Figure 3-1 Taxiway Design Group
Southwest Oregon Regional Airport



Source: FAA, AC 150/5300-13B, Airport Design, Figure 1-1

Table 3-4 describes the AAC, ADG, and TDG of the critical aircraft that were determined for each runway from the forecast. While the previous master plan established different design requirements for each runway, C-III for Runway 5-23 and B-III for Runway 13-31, it applied a singular design standard across the airfield, that being a C-III. Since then, the FAA changed the way it applies design criteria at an airport via AC 150/5000-17, *Critical Aircraft and Regular Use Determination*. Due to this change, Runway 13-31 is downgraded from a C-III runway to a B-II runway, while Runway 5-23 remains unchanged.

Table 3-4 Critical Aircraft
Southwest Oregon Regional Airport

Design Parameter	Runway 5-23	Runway 13-31
Critical Aircraft	Embraer 175 EWT	Beech King Air 350
AAC	C	B
ADG	III	II
TDG	3	2A

Source: FAA AC 150/5300-13B; Ardurra, 2026. EWT=Enhanced Wing Tip

3.3.2. Wind Analysis

The FAA advises that the primary runway at an airport be oriented with the prevailing wind. The most desirable runway orientation is based on the largest wind coverage with the prescribed minimum allowable crosswind, based on aircraft size. 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. The allowable crosswind speeds are defined by the FAA by runway design code (RDC) and provided in Table 3-7. The allowable crosswind component for Runway 5-23 is 16 knots, while the crosswind component for Runway 13-31 is 13 knots.

Table 3-5 Allowable Crosswind Components
Southwest Oregon Regional Airport

Runway Design Code	Allowable Crosswind Component
A-I to B-I	10.5 knots
A-II to B-II	13.0 knots
A-III, B-III, C-I through C-III, and D-I through D-III	16.0 knots
A-IV, B-IV, C-IV through C-VI, and D-IV through D-VI	20.0 knots

Source: FAA AC 150/5300-13B, Airport Design, Table B-1

The wind analysis completed during the inventory of this master plan revealed the wind coverage for each runway, as shown in Table 3-6. The primary Runway 5-23 provides greater than 95 percent coverage for the critical aircraft (C-III) at 16 knots during all weather conditions, but not for smaller aircraft at 10.5 or 13 knots. The crosswind Runway 13-31 provides greater than 95 percent coverage for the critical aircraft (B-II) at 13 knots, but not smaller aircraft (A-I or B-I) at 10.5 knots. As a result, Runway 13-31 is required to support the B-II critical aircraft that has regular use of that runway, and both runways are required to support A-I and B-I aircraft. Accordingly, both runways are required to serve all aircraft using OTH.

Table 3-6 Wind Coverage 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

3.3.3. Recommended Runway Length – Runway 5-23

Runway length is not an FAA standard, but a recommendation through evaluation of the performance characteristics of the aircraft regularly using the runway. The FAA's advisory circular AC 150/5325-4B, *Runway Length Requirements for Airport Design*, establishes the methodology for determining a recommended runway length by analyzing the critical aircraft requirements. These recommendations consider aircraft weight, airport elevation, temperature, runway longitudinal gradient, and safety margins.

Runway 5-23 is the primary runway at OTH and is 5,980 feet long. It supports all air carrier operations, as well as the larger general aviation aircraft that use OTH. The previous airport master plan conducted a detailed runway length analysis based on the CRJ-200 and determined that a 400-foot extension to Runway 5-23 would allow increased payloads for these aircraft flying to Denver. However, aircraft payloads would still be restricted due to ships operating in the adjacent shipping channel, even with a runway extension. Presently, SkyWest operates the Embraer 175 at OTH, with the occasional CRJ-700 to serve the Denver and San Francisco markets. Although the Denver route was very successful during 2025, SkyWest staff at OTH have indicated that weight and balance challenges continue to exist for aircraft departing to Denver resulting in ground delays.

Embraer S.A. provides an airport planning manual for the Embraer 175 which contains aircraft performance charts that can be used for general airport planning purposes. The takeoff performance charts assume a dry, smooth, hard, and level runway surface. Local SkyWest and airport staff were consulted about specific company requirements and desires. For this runway length analysis, the Embraer 175LR airframe was used for analysis while referencing the aircraft performance charts in the airport planning manual. The Embraer 175LR has a maximum takeoff weight (MTOW) of 85,517 pounds and a maximum payload of 22,487 pounds.

Required runway length is dependent on the flap settings of the aircraft for takeoff, which is further dependent on the MTOW. The shortest runway length needed for takeoff is attained at a flap setting of 4, which can be used up to approximately 83,000 pounds MTOW. Using the most conservative performance chart at 83,000 MTOW with a field elevation of 17 feet above sea level and standard temperature (15 degrees Celsius) plus 15 degrees Celsius, the required runway length is 5,980 feet, which is the current length of Runway 5-23. At 84,000 pounds MTOW, the required runway length increases up to 7,600 feet due to an operational change in flap setting from 4 to 2.

While the runway length analysis indicates the current runway length of Runway 5-23 is adequate for safe aircraft operations for the routes and aircraft configurations being flown today, it comes at a cost of useful aircraft payload, particularly for the Denver route. The approved forecast envisions additional airline service and routes during the planning period, which includes possible leisure destinations in the Southwestern U.S., such as Phoenix and Southern California, or route lengths of approximately 1,000 nautical miles. This scenario, along with the strong forecasted enplanement growth rate, presents the realistic possibility of mainline equipment operating at OTH to service these destinations. Typical mainline equipment includes Airbus A320 and Boeing 737 aircraft.

For long-range planning, OTH should protect for the possibility of narrow body mainline aircraft operating from the Airport. Aircraft manufacturer airport planning manuals for the A320 and 737 MAX 8 were reviewed to obtain high level runway length needs for a typical medium-range (1,000 nautical mile) route length, as they are representative of the type of aircraft expected to operate on such routes. Runway lengths needed for the A320 and 737 MAX 8-200 are dependent on MTOW and other factors, but it is expected that these aircraft will not need to take off at MTOW for a 1,000 nautical mile route, due to required fuel loading. Planning manuals indicate the A320 and 737 MAX 8 have similar takeoff performance, with the average runway length needed being 6,400 feet for an airport at sea level and at standard temperature plus 15 degrees Celsius. Accordingly, for long-range planning, OTH should protect for a 6,400-foot runway and its associated approach and departure surfaces.

3.3.4. Recommended Runway Length – Runway 13-31

Runway 13-31 is the crosswind runway at OTH and is 4,470 feet long. It is used by general aviation aircraft and helicopters from the U.S. Coast Guard. The critical aircraft for Runway 13-31 is the Beech King Air 350, a twin-engine turboprop aircraft with a 15,000-pound MTOW. That is a B-II aircraft and represents typical aircraft within that design category.

The King Air 350 is placed in the grouping of aircraft in FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, with MTOW between 12,500 and 60,000 pounds. That grouping of aircraft produces a recommended runway length of 4,550 feet for 60 percent of useful load, and 5,750 feet for 90 percent of useful load using an average daily maximum temperature of 68 degrees Fahrenheit.

Both of these runway lengths are longer than the existing runway. However, considering the critical aircraft is at the lower end of the MTOW within its design category, the current runway length of 4,470 feet was determined as sufficient. High level calculations provided in AC 150/5325-4B prove that Runway 13-31 provides utility for aircraft of various sizes and weights ranging up to 60,000 pounds depending on loads.

Overall, the current runway length is sufficient for serving existing and future operators of B-II aircraft at OTH. No runway extension is deemed required. Additionally, based on user feedback, it is recommended the runway be preserved at its current length to provide the maximum margin of safety and utility, especially considering use in inclement weather conditions by users of the runway.

3.3.5. Runway Design Standards

FAA AC 150/5300-13B, *Airport Design*, was used to determine the design standards and considerations, the requirements for each runway, and the resulting recommendations. The AC describes features essential for safe and efficient aircraft operations based on the runway design code (RDC) of the critical aircraft associated with each runway. This includes dimensions for runway width, lateral separation distances from fixed or movable objects, and the safety and object free areas that surround a runway. These areas function as a protective buffer around the Airport's operating surfaces. Adhering to geometric and separation standards maintains a safe

airfield environment. Table 3-7 shows the design standards associated with Runway 5-23 and Table 3-8 shows the design standards associated with Runway 13-31.

Table 3-7 Runway 5-23 Design Standards
Southwest Oregon Regional Airport

Airfield Component	C-III Standard	Existing	Meets Standard
Runway 5-23 Design			
Runway Width	100'	150'	✓
Runway Shoulder Width	20'	0'	X
Runway Protection			
Runway Safety Area (RSA)			
Length Beyond Runway End	1,000'	1,000'	✓
Length Prior to Runway Threshold	600'	600'	✓
Width	500'	500'	X*
Runway Object Free Area (ROFA)			
Length Beyond Runway End	1,000'	1,000'	✓
Length Prior to Runway Threshold	600'	600'	✓
Width	800'	800'	✓
Runway Obstacle Free Zone (ROFZ)			
Length Beyond Runway End	200'	200'	✓
Length Prior to Runway Threshold	200'	200'	✓
Width	400'	400'	✓
Precision Obstacle Free Zone (POFZ)			
Length	200'	200'	✓
Width	800'	800'	✓
Runway Separation			
Runway centerline to:			
Holding Position	250'	250'	✓
Parallel Taxiway Centerline	400'	400'	✓

Source: FAA AC 150/5300-13B; Ardurra, 2026

*Note: The glide slope is inside the RSA for Runway 5, but is scheduled to be relocated during 2027

The dimensional criteria for Runway 5-23 meet standard, except for the RSA and ROFA, where the glide slope array is located too close to the runway, and it is not considered fixed-by-function. According to FAA AC 150/5300-13B, *Airport Design*, space constraints allow for the glide slope array to remain in the ROFA, so long as there is sufficient wingtip clearance and there is no adverse effect to an instrument approach procedure. At the time of this study, OTH is actively coordinating with the FAA to relocate the glide slope array outside of the RSA. The FAA conducted a feasibility study in 2023, with a supplemental report completed in 2024, to relocate the glide slope 255 feet south of the runway and 1,001 feet from the Runway 5 threshold; the FAA found the site to be feasible. Runway 5-23 also does not have paved or stabilized shoulders. Stabilized shoulders consisting of turf and soil treatments are required for runways serving ADG-I, II, and III aircraft.

Table 3-8 Runway 13-31 Design Standards
Southwest Oregon Regional Airport

Airfield Component	B-II Standard	Existing	Meets Standard
Runway 13-31 Design			
Runway Width	75'	150'	✓
Runway Shoulder Width	10'	0'	X
Runway Protection			
Runway Safety Area (RSA)			
Length Beyond Runway End	300'	600'	✓
Length Prior to Runway Threshold	300'	600'	✓
Width	150'	300'	✓
Runway Object Free Area (ROFA)			
Length Beyond Runway End	300'	600'	✓
Length Prior to Runway Threshold	300'	600'	✓
Width	500'	800'	✓
Runway Obstacle Free Zone (ROFZ)			
Length Beyond Runway End	200'	200'	✓
Length Prior to Runway Threshold	200'	200'	✓
Width	400'	400'	✓
Runway Separation			
Runway centerline to:			
Holding Position	200'	250'	✓
Parallel Taxiway Centerline	240'	325'	✓

Source: FAA AC 150/5300-13B; Ardurra, 2026

Prior to this master plan, the design criteria applied to Runway 13-31 was for B-III aircraft, which have larger safety buffers and separation distances than B-II aircraft. The runway hold position markings were placed to accommodate a runway for C-III aircraft. Consequently, many of the current safety buffers for Runway 13-31 exceed the current standards for ADG-II aircraft. Runway 13-31 does not have paved or stabilized shoulders. Stabilized shoulders consisting of turf and soil treatments are required for runways serving ADG-I, ADG-II, and ADG-III aircraft.

3.3.6. Runway Protection Zones

To protect people and property on the ground, the FAA designates a land area beyond each runway end as the Runway Protection Zone (RPZ). The size of these zones depends on the critical aircraft's AAC, ADG, and the visibility minimums established for each runway. According to FAA AC 150/5300-13B, *Airport Design*, the most effective way to ensure public safety in each runway RPZ is for the Airport owner to maintain control and to implement and enforce compatible land use policies. In the case of OTH, the RPZs are not fully controlled by the Airport. The approach RPZ for Runway 13 contains incompatible land uses that include public roads and a house. At a minimum, acquisition of avigation easements by the CCAD are recommended for those areas

contained within the RPZs that are not currently under CCAD control. Avigation easements are legal agreements between a property owner and an airport sponsor that grant the right of aircraft to fly through the airspace above the property and restrict the landowner from building tall structures or planting trees that could interfere with flight paths.

In addition to the public roads and house, the Runway 13 RPZ contains a parcel owned by Pony Creek Development that once was part of Airport property. This property was sold by the previous airport sponsor in the 1960s, as it was deemed not needed for aeronautical use at the time. The Pony Creek Development parcel is recommended to be re-acquired by the CCAD to protect the RPZ and prevent future incompatible land use encroachment. Table 3-9 and Table 3-10 show the RPZ dimensions and compatible land use compliance for Runways 5-23 and 13-31, respectively.

Figure 3-2 illustrates the RPZs at OTH and the Runway 13 RPZ in detail.

Table 3-9 Runway 5-23 Runway Protection Zone Standards
Southwest Oregon Regional Airport

RPZ Segment	C-III Standard	Existing	Compatible Land Uses
Runway 5 - Visibility lower than ¾ mile			
Length	2,500'	2,500'	✓
Inner Width	1,000'	1,000'	
Outer Width	1,750'	1,750'	
Runway 23 - Visibility not lower than 1 mile			
Length	1,700'	1,700'	✓
Inner Width	500'	500'	
Outer Width	1,010'	1,010'	

Source: FAA AC 150/5300-13B; Ardurra, 2026

Table 3-10 Runway 13-31 Runway Protection Zone Standards
Southwest Oregon Regional Airport

RPZ Segment	B-II Standard	Existing	Compatible Land Uses
Runway 13 - Visibility not lower than 1 mile			
Length	1,000'	1,000'	✓
Inner Width	500'	500'	
Outer Width	700'	700'	
Runway 31 - Visibility not lower than 1 mile			
Length	1,000'	1,000'	X
Inner Width	500'	500'	
Outer Width	700'	700'	

Source: FAA AC 150/5300-13B; Ardurra, 2026

Figure 3-2 Runway Protection Zones
Southwest Oregon Regional Airport



Source: Ardurra, 2026

3.3.7. Taxiway Design Standards

The taxiway analysis evaluates whether the taxiways meet FAA design standards based on the critical aircraft. This section examines key elements such as taxiway width, geometric design, and safety separations.

At OTH, Taxiway A and its connector taxiways to Runway 5-23 and Taxiway D are intended to be used by airlines using OTH. These taxiways vary in width between 50 feet and 80 feet and meet or exceed ADG-III standards. However, there are no stabilized shoulders for any of the taxiways, and none of the taxiways meet current standards for fillet design.

Taxiway B and its connecting taxiways to Runway 13-31 are intended primarily for general aviation and military use by helicopters. These taxiways vary in width between 50 feet and 80 feet and meet or exceed ADG-III standards.

Taxiways C1 through C8 connect Taxiway B to the general aviation parking aprons and vary in width between 35 feet and 75 feet. Taxiways C1 through C4, and C8 are intended for small general aviation aircraft and meet ADG-II standards. Taxiways C5 through C7 connect Taxiway B to the main general aviation apron in front of Coos Aviation and are used by the large general aviation aircraft that visit OTH and meet or exceed ADG-III standards. None of the general aviation taxiways have stabilized shoulders or meet current standards for fillet design and should be addressed during future taxiway projects. Table 3-11 and Table 3-12 describe the taxiway design for OTH.

Table 3-11 Air Carrier Taxiway Design Standards
Southwest Oregon Regional Airport

Taxiway	Width	TSA	TOFA	Shoulder	To Fixed Object
ADG-III / TDG-3	50'	118'	171'	20'	85.5'
A	50'	✓	✓	X	✓
A1	60'	✓	✓	X	✓
A2	60'	✓	✓	X	✓
A3	64'	✓	✓	X	✓
A4	64'	✓	✓	X	✓
A5	70'	✓	✓	X	✓
B*	80'	✓	✓	X	✓
D	80'	✓	✓	X	✓

Note: Taxiway B between Taxiway A and Runway 5-23
Source: FAA AC 150/5300-13B; Ardurra, 2026

Table 3-12 General Aviation Taxiway Design Standards
Southwest Oregon Regional Airport

Taxiway	Width	TSA	TOFA	Shoulder	To Fixed Object
ADG-II / TDG-2A	35'	79'	124'	15'	62'
B*	50'	✓	✓	X	✓
B1	65'	✓	✓	X	✓
B2	80'	✓	✓	X	✓
B3	80'	✓	✓	X	✓
C1	35'	✓	✓	X	✓
C2	35'	✓	✓	X	✓
C3	35'	✓	✓	X	✓
C4	35'	✓	✓	X	✓
C5	75'	✓	✓	X	✓
C6	75'	✓	✓	X	✓
C7	75'	✓	✓	X	✓
C8	40'	✓	✓	X	✓

Note: Taxiway B south of Taxiway A
Source: FAA AC 150/5300-13B; Ardurra, 2026

3.3.8. Taxiway Geometric Design Standards

Taxiway geometry and placement are major factors affecting the risk associated with runway incursions. A runway incursion is an occurrence involving the incorrect presence of an aircraft, vehicle, or person in a protected area designated for the landing or takeoff of aircraft. For example, complex taxiway intersections, acute angles, wide expanses of pavement, and taxi paths that provide direct access from an apron to a runway can cause confusion and loss of situational awareness that increase the risk of a runway incursion.

A hot spot is a location designated on an airport movement area with a history of, or potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary. Hot spots are shown on the airport diagram and hot spot descriptions are located in the airport diagram’s section of the Chart Supplement.

OTH has one hot spot on the Airport depicted on the airport diagram as HS 1, shown in Figure 3-3. This is where Taxiway A crosses the north end of Runway 13-31. Figure 3-4 shows the same location as viewed from the control tower. The intersection of Taxiway A and B, where Taxiway A crosses the Runway 13 end has enhanced markings, proper signage, and runway guard lights that alert pilots to the presence of the runway.

Historic runway incursion data provided by the FAA for OTH between 2010 and 2025 was reviewed to determine incursion trends reported by ATCT staff. The results are shown in Table 3-13 and reveal four incursions involving HS 1, with the most recent occurring in 2018. It should be noted that the taxiway nomenclature, markings, lighting, and signage were updated in 2021. Following this update, there have been no reported runway incursions at HS 1, demonstrating the effectiveness of the 2021 project. There was one runway incursion reported at OTH in 2025 that

was the result of an aircraft landing on Runway 31 without clearance. Interviews with airport and ATCT staff during this study suggest HS 1 is no longer necessary. Accordingly, this Study recommends the designated hot spot to be removed from the Chart Supplement.

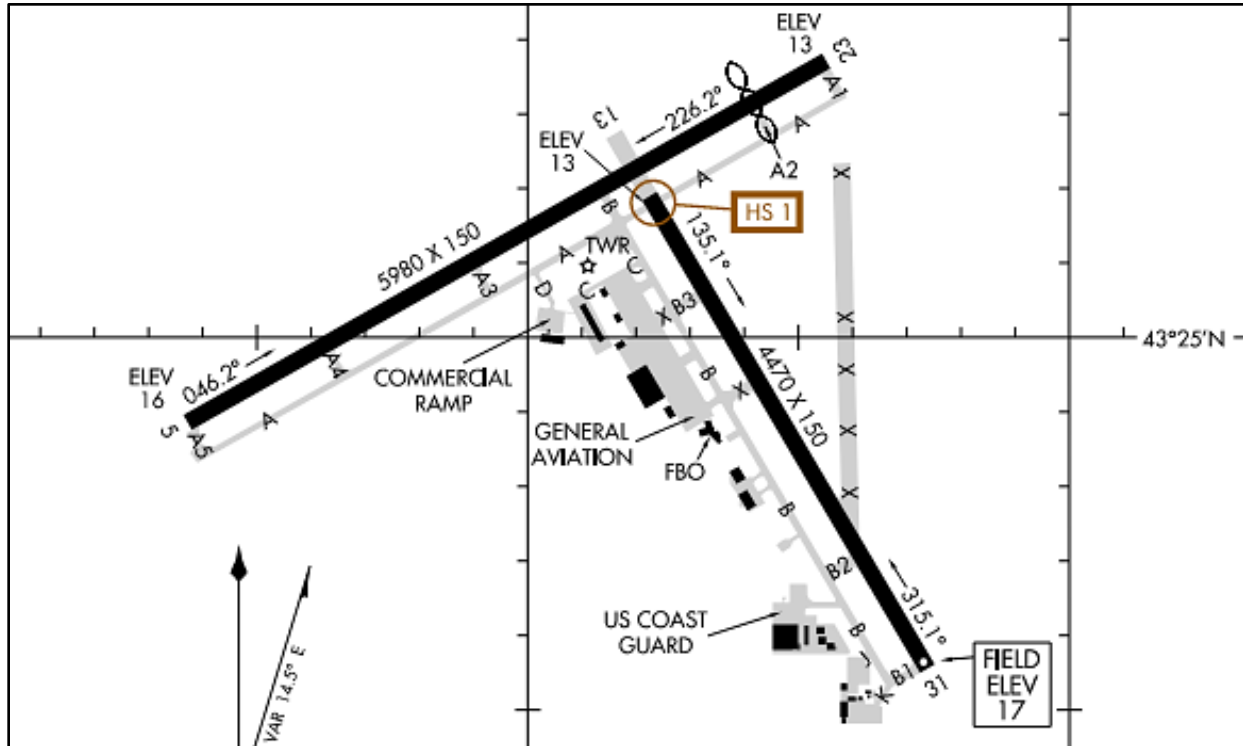
Table 3-13 Runway Incursion History (2010-2025)
Southwest Oregon Regional Airport

Date	Time	Location	User Type / Operation	Hot Spot
1/3/2010	Unknown	Runway 13 / Taxiway A	GA / Taxi	Yes
2/18/2010	Unknown	Runway 23	GA / Landing	No
6/27/2010	Unknown	Not Specified	GA / Landing	No
7/9/2016	10:04 am	Runway 13 / Taxiway A	GA / Taxi	Yes
8/23/2016	9:08 am	Runway 31 / Taxiway B2	Military / Taxi	No
9/10/2016	8:03 am	Runway 31 / Taxiway B2	Military / Taxi	No
4/12/2017	12:48 pm	Runway 31 / Taxiway B2	Military / Taxi	No
5/29/2017	12:24 pm	Runway 31 / Taxiway C5	GA / Taxi	No
2/4/2018	1:31 pm	Runway 13 / Taxiway A	GA / Taxi	Yes
4/9/2018	11:15 am	Runway 13 / Taxiway A	GA / Taxi	Yes
6/19/2018	4:55 pm	Runway 5	GA / Landing	No
10/13/2018	12:06 pm	Runway 5-23 / Taxiway B	GA / Taxi	No
4/13/2025	7:52 am	Runway 31	GA / Landing	No

Source: FAA

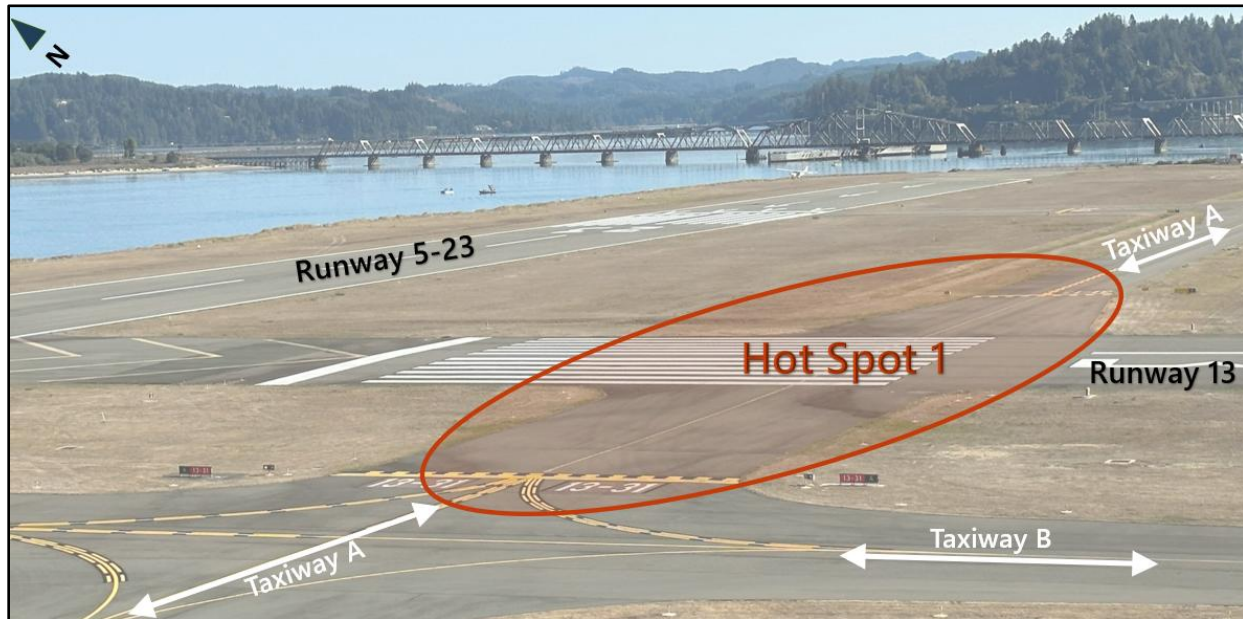
Notes: Table does not show surface incidents involving vehicles or pedestrians. Locations reflect 2026 runway and taxiway nomenclature. Highlighted rows correspond to Hot Spot 1.

Figure 3-3 Airport Diagram
Southwest Oregon Regional Airport



Source: FAA Airport Diagram, Chart Supplement, NW-1, 25 DEC 2025 to 22 JAN 2026
Note: Taxiways K and J are not shown correctly on this diagram. Actual taxiway designations are C1 and C2, respectively.

Figure 3-4 Hot Spot 1
Southwest Oregon Regional Airport



Source: CCAD and Ardurra, 2026

Another consideration for reducing runway incursions is to avoid direct access taxi routes from a parking apron to a runway. Design standards dictate that taxiways that lead from an apron to a runway should require at least one turn between 75 and 90 degrees prior to reaching the runway hold position line. At OTH, Taxiways C1 and B1 connect the south apron to the Runway 31 threshold without a turn of at least 75 degrees. Although there is no history of reported runway incursions at this location since at least 2010, reconfiguration of this taxiway geometry should be considered when it becomes practical during the next reconstruction project. Reconfiguration of Taxiways C1 and B1 may have added benefits resulting in developable aeronautical use areas.

3.3.9. Pavement Strength Requirements

The required pavement design strength, or weight-bearing capacity, is an estimate based on average activity levels and is limited in terms of aircraft landing gear type and geometry (i.e., load distribution). The pavement design strength is not the maximum allowable weight; however, operations by aircraft which exceed the weight-bearing capacity should be limited to avoid accelerating pavement deterioration.

The pavement strength published for Runway 5-23 at OTH is 120,000 pounds for single wheel gear (SWG), 215,000 pounds for dual wheel gear (DWG), 340,000 pounds for dual tandem wheel (DTW), and 800,000 for dual double tandem wheel (DDTW). The pavement classification rating (PCR) for Runway 5-23 is 398/F/A/X/T.

The pavement strength published for Runway 13-31 is 120,000 pounds for single wheel gear (SWG), 190,000 pounds for dual wheel gear (DWG), 305,000 pounds for dual tandem wheel (DTW), and 735,000 for dual double tandem wheel (DDTW). The PCR for Runway 13-31 is 124/F/A/X/T.

The primary aircraft using OTH is the Embraer 175 with a MTOW of 85,517 pounds and a DWG configuration. This means the published weight bearing capacity of Runway 5-23 is adequate to accommodate the Embraer 175. Runway 13-31 is also capable of supporting the weight of the Embraer 175, if needed for ground maneuvering. The 737 MAX 8 has a MTOW of 181,200 pounds and a DWG configuration. Under a scenario where the 737 MAX 8 operates at OTH in the future, the weight bearing capacity of Runway 5-23 is still adequate. Likewise with Runway 13-31 for ground maneuvering purposes.

According to the OTH Pavement Management Program (PMP) Update from January 2024, the main apron was constructed in 1943 with Portland Concrete Cement (PCC) ranging in thickness from six to nine inches, and had a pavement condition index (PCI) of 79 (Satisfactory), with reconstruction not anticipated for approximately 20 years. Despite the favorable PCI, load-related distresses, including corner breaks and shattered slabs, are present in areas subject to heavy aircraft traffic.

Discussions with OTH staff indicate that the facilities accommodate heavy aircraft with maximum gross operating weights near or in excess of 100,000 pounds, including the Global Express with a MTOW of 99,500 pounds. These aircraft operate on all runways, taxiways, and aprons without restriction. FAA Advisory Circular 150/5230-6G, *Airport Pavement Design and Evaluation*, recommends pavement that supports aircraft with a gross operating weight of over 100,000 pounds have a minimum section comprised of six inches of PCC over five inches of PCC or asphalt

concrete stabilized base for a total thickness of 11 inches. The OTH PMP Update recommends a structural evaluation of the main apron, as reconstruction is anticipated within the next 5 to 10 years.

Runway 13-31, Taxiway C, and two south aprons are forecasted to reach poor PCI levels by 2033 and are expected to require major maintenance and rehabilitation within the planning period.

3.3.10. Navigational Aids

OTH is equipped with navigational aids (NAVAIDs) which include visual, electronic, and meteorological aids. These aid with navigating and maneuvering at and in the vicinity of the Airport. The following section outlines the three types of NAVAIDs and includes recommendations for improvements.

Visual aids include both approach-specific aids and those that support the entire airport. Visual aids at OTH include a primary wind cone with a segmented circle and traffic pattern indicator, two supplemental wind cones, and a rotating beacon. The primary wind cone and supplemental wind cones are positioned to be visible for arriving and departing aircraft at each runway end meeting design standards. The rotating beacon is located on top of the airport traffic control tower.

Electronic aids consist of devices and equipment used to assist with aircraft instrument approaches and include runway edge lighting, approach lighting, and precision approach path indicator (PAPI) lights. Runway 5 is equipped with an Instrument Landing System (ILS) with minimums as low as one half-mile visibility and a minimum descent altitude of 200 feet, while the other runway ends can accommodate visual circling procedures. The existing instrument approach procedures at OTH are adequate for the existing users; however, the U.S. Coast Guard has indicated they would benefit from instrument approach procedures to either or both ends of Runway 13-31, including those dedicated to helicopter operations. Runway 5 is the only runway at OTH equipped with PAPI lights. It is recommended that PAPI lights be installed at the other runway ends.

For meteorological aids, OTH is equipped with an automated weather observing system (AWOS)-3PT system. The AWOS provides meteorological reporting to include thunderstorms and lightning detection. All meteorological equipment meets design standards, and no deficiencies have been identified. A list of navigational aids at OTH are listed in Table 3-14.

Table 3-14 Navigational Aids
Southwest Oregon Regional Airport

NAVAID	Runway 5	Runway 23	Runway 13	Runway 31	Adequate
Visual Aids					
Approach Lights	MALSR	REIL	REIL	REIL	✓
Edge Lights	HIRL	HIRL	MIRL	MIRL	✓
Marking Type	Precision	Non-Precision	Non-Precision	Non-Precision	✓
Wind Cone	Supplemental	Primary	Primary	Supplemental	✓
Visual Glide Slope	4-PAPI	No	No	No	✓
Rotating Beacon	Yes	Yes	Yes	Yes	✓
Segmented Circle	Yes	Yes	Yes	Yes	✓
Electronic Aids					
Glideslope	Yes	No	No	No	✓
Localizer/DME	Yes	No	No	No	✓
RNAV (GPS)	Yes	No	No	No	✓
VOR (Circling)*	Yes	Yes	Yes	Yes	✓
Meteorological Aids					
AWOS-3PT	Yes	Yes	Yes	Yes	✓

Note: VOR circling not allowed at night for Runway 13-31
Source: FAA AC 150/5300-13B; Ardurra, 2025

3.4 Passenger Terminal Facility Requirements

This section evaluates the ability of the terminal facility at OTH to support the forecast passenger demand expected to occur during the 20-year planning period. The terminal facility at OTH consists of three functional areas – the terminal building, terminal parking lot, and terminal apron.

3.4.1. Passenger Terminal Building Requirements

The commercial passenger terminal at OTH is approximately 30,000 square feet total. The terminal is configured to accommodate regional jet operations currently fulfilled by the 79-seat Embraer E175 and occasional 70-seat CRJ-700. When the terminal was constructed, the main passenger aircraft types operating at OTH were the 30-seat Embraer 120 Brasilia, 50-seat CRJ-200, and 9-seat Cessna Caravan. Prior to the introduction of service by the E175, the terminal building and apron were capable of handling simultaneous operations by two aircraft as noted in the previous master plan. Since the E175 is physically larger than the CRJ-200, one of the parking spaces on the apron was removed and simultaneous operations, arriving or departing, on the apron are now avoided. This often results in one aircraft waiting outside the terminal area when schedules overlap. Inside the terminal, fire code occupancy restrictions limit the passenger capacity of the hold room to 143 and the lobby/baggage claim area to 112 passengers. It is possible that the terminal could support one arrival and one departure simultaneously as passengers cross paths in opposite directions through the terminal; however, this scenario is avoided presently due to the aircraft parking apron limitations described in 3.4.3.

By comparison, typical Airbus A320 or Boeing 737 aircraft which could be seen operating at OTH in the future are configured with approximately 150 to 190 passenger seats, representing roughly two to three times the passenger capacity of the regional aircraft currently serving OTH. A fully loaded A320 or 737 would exceed the allowable occupancy limits of the existing departure hold room and lobby/baggage claim for just one flight. Even with reduced load factors, the introduction of service at OTH by mainline aircraft could overwhelm available seating, circulation space, passenger processing areas, baggage handling areas, and curbside drop off. Consideration should be given to the terminal’s ability to handle mainline aircraft such as the A320 or Boeing 737 so that planning for terminal expansion can occur well in advance of service initiation.

3.4.2. Passenger Terminal Parking Requirements

Terminal vehicle parking requirements were calculated using the forecast enplanements along with certain planning assumptions. Requirements for terminal vehicle parking used the peak month passenger activity representing 14 percent of annual enplanements and four spaces needed per 1,000 enplanements applied to an observed baseline of 75 percent parking space usage during the busiest month of 2025 (prior to completion of a parking lot expansion in late 2025). The results are shown in Table 3-15 and show that planning for additional parking should begin during Planning Activity Level (PAL) 2.

Rental car companies use a dedicated section of the terminal parking lot, Coos Aviation parking lot, and off-airport company lots to accommodate or supplement rental car demand at OTH. Rental car companies may continue to use the extra space available in the terminal parking lot to provide ready/return services until PAL3, when the terminal parking lot is expected to exceed capacity.

Employee parking consists of 15 spaces on the east side of the terminal building along an access road leading from the terminal to the general aviation apron, ARFF station, fuel farm, and commercial hangar. There is additional space for more parking spaces should the need arise during the planning period.

Table 3-15 Terminal Vehicle Parking Requirements
Southwest Oregon Regional Airport

Parking Area	2025	PAL 1	PAL 2	PAL 3
Annual Enplanements	26,432	28,361	38,198	57,873
Terminal Vehicle Parking				
Required	116	125	168	255
Existing	245	245	245	245
Percent Capacity	47%	51%	69%	104%

Source: Ardurra, 2026

Note: The parking lot was expanded to 245 spaces in 2025

3.4.3. Passenger Terminal Aircraft Apron

The terminal apron is approximately 54,135 square feet, or 6,015 square yards, and was originally intended to accommodate two CRJ-200 aircraft simultaneously, as that was the aircraft predominantly serving OTH when the previous airport master plan was completed. Today, the E175 is the primary commercial aircraft serving OTH, which was validated during the forecast of this planning study. Since the E175 is physically larger than the CRJ-200, the terminal apron can now only accommodate one E175 at a time.

During the summer of 2025, Sky West had two daily flights with the E175 that placed aircraft on the ground at OTH within less than an hour of each other during the afternoon. Ground delays for Denver flights were a frequent occurrence due to weight and balance challenges for E175s operating from OTH, causing airline schedules to overlap and forcing one aircraft to wait outside of the terminal area until the only parking space was vacated. This resulted in unacceptable wait times on the ground as long as an hour before passengers could deplane.

Sky West's flight schedules are not expected to change, as they must connect properly with United's hub network in San Francisco and Denver. Consequently, the terminal apron at OTH must be able to accommodate two E175 aircraft simultaneously as they are serviced for passenger transport. Expansion of the terminal apron is considered an immediate need, which is planned to occur in 2027.

Long-range planning should consider a scenario that envisions mainline equipment to accommodate passenger demand. As discussed earlier in this chapter, mainline equipment may include the A320 or Boeing 737.

3.5 Air Cargo Facilities

A new 9,800 square foot air cargo facility was constructed in 2026 at the southwest corner of the general aviation apron. The facility accommodates FedEx and their Cessna 208 Caravan aircraft along with space for additional operators, as needed, and meets the expected cargo demand at OTH for the 20-year planning horizon.

3.6 General Aviation Requirements

General aviation (GA) requirements at OTH are centered primarily on hangar and parking apron needs for based and transient aircraft. Transient parking needs are influenced heavily by golfing events occurring at Bandon Dunes Golf Course approximately 35 miles south of OTH. Those events attract attendees flying to OTH in aircraft ranging in size from small single engine pistons to large corporate jets such as the Global Express.

3.6.1. General Aviation Hangar Requirements

Demand for hangar space at OTH is moderate, as demonstrated by the Airport maintaining a hangar waitlist of 14 people at the time of this study. The most common request for hangar size

is 60' x 60', however, there is also demand for T-hangar and larger corporate-sized hangars. Hangar needs for this master plan assumed one hangar needed per forecasted based aircraft through the 20-year planning horizon. In 2025, there were 22 hangar spaces available with 33 verified based aircraft at OTH, meaning there is a need for 11 hangars during the short term, increasing to 15 during the long term, as shown in Table 3-16.

Table 3-16 Hangar Requirements
Southwest Oregon Regional Airport

Planning Year	Based Aircraft	Existing Hangars	Required Hangars	Need
2025	33	22	33	11
PAL 1	34	22	34	12
PAL 2	35	22	35	13
PAL 3	37	22	37	15

Source: Ardurra, 2026

3.6.2. General Aviation Aircraft Parking Requirements

The main general aviation apron at OTH consists of approximately 520,000 square feet (SF) or 57,700 square yards (SY) of pavement and is owned entirely by the CCAD, with Coos Aviation conducting the parking of transient aircraft on the apron. The number of individual parking spaces available is dependent on the size of the aircraft and the efficiency of the parking layout. Since there is a wide variety of aircraft types and sizes operating at OTH, parking apron needs were determined by an average requirement of 1,600 square yards per transient aircraft projected forward by the itinerant general aviation forecast during the average day of the busiest month of the year, or peak month average day (PMAD), where the busiest month equals 14 percent of the annual itinerant operations from the forecast, and transient operations equal 75 percent of itinerant operations.

The results are shown in Table 3-17 and show that during the busy time of year, the apron is capable of supporting the forecast activity but nearly reaching capacity at the end of the 20-year planning horizon. Consequently, expansion of the transient apron should be examined during the alternatives analysis. It should be noted that the requirements shown in Table 3-17 are for normal activities at OTH, and do not take into account special events that may occur at OTH and could exceed apron capacity today.

Table 3-17 General Aviation Aircraft Parking Requirements
Southwest Oregon Regional Airport

Planning Year	PMAD	Existing (SY)	Required	% Capacity
2023	27	57,700	44,000	75%
PAL 1	29	57,700	46,515	80%
PAL 2	31	57,700	49,180	85%
PAL 3	34	57,700	54,985	95%

Source: Ardurra, 2026

3.6.3. General Aviation Vehicle Parking and Access Requirements

Vehicle parking for GA users occurs generally at the location of the respective hangar or at the FBO. Coos Aviation has a dedicated parking lot that also provides space for rental cars. The south apron has four dedicated parking spaces, and the large commercial hangar has 12 dedicated parking spaces. There are no dedicated parking spaces at the T-hangar complex but it is common for users to park their vehicle inside the hangar while flying their aircraft. Any additional hangar development at OTH should consider space for additional vehicle parking.

Road access to the FBO is by way of public surface streets with no need to pass through an airport access gate. The south apron, T-hangar complex, and fuel farm require clearance through an airport-controlled access gate. Fuel vehicles often pass between Coos Aviation and the fuel farm across the apron with no dedicated service road present. The addition of a dedicated vehicle service road (VSR) between the FBO office and the fuel farm would enhance safety by establishing a dedicated, visual corridor between parked aircraft.

3.7 Airport Support Facilities

Airport support facilities are those areas that support aircraft operations through services provided and promoting a safe operating environment by properly maintaining the aircraft operating area. Support facilities at OTH include aircraft rescue and firefighting (ARFF), general aviation services, which include fuel, and airport maintenance facilities.

3.7.1. Aircraft Rescue and Fire Fighting (ARFF) Requirements

The airport currently has three ARFF trucks that exceed Index A requirements needed for the ERJ-175 aircraft, and Index B coverage is available on request. One of the ARFF vehicles, ARFF 2, is projected to reach the end of its useful life and be replaced during PAL 1. OTH is expected to remain an Index A airport through the planning horizon, with occasional requests for Index B coverage. Three ARFF vehicles equal to the existing capabilities will provide adequate ARFF coverage through the planning horizon, even if mainline aircraft start using the Airport as long as they operate at an average of less than five daily departures. Should the 737 MAX 8 operate at OTH in the future with at least five average daily departures, the index would need to be increased to Index C.

The ARFF trucks are stored in the Airport's 12,143 square foot ARFF building that was constructed in 2023. The building is centrally located along the general aviation apron and is in excellent condition and expected to accommodate the ARFF requirements at OTH through the 20-year planning period.

3.7.2. Fixed Base Operator

Coos Aviation is the sole FBO at OTH and provides general aviation and fueling services. They have made substantial investments and commitments in the current facility and have a long-term operating agreement with the CCAD. There is space available along the main general aviation

apron if Coos Aviation chooses to expand, or should a second fixed base operator become interested in providing additional FBO services at OTH.

3.7.3. Fuel Facilities

The fuel farm is located between the terminal apron and ARFF station. It consists of three above ground storage tanks for Jet-A with a total capacity of 36,000 gallons, and two above ground storage tanks for Avgas (100LL) with a total capacity of 10,000 gallons. Historic fuel consumption data at OTH was used along with operational projections from the forecast to evaluate fuel storage capacity needs during the planning horizon. The PMAD was used plus five days of storage capacity to meet fueling demands at OTH. The results for Jet-A storage capacity are shown in Table 3-18 and indicate that additional capacity is expected to be needed during PAL 3, which can be met with an additional 12,000-gallon tank. The results for Avgas storage are shown in Table 3-19 and indicate that the existing capacity meets demand through the planning horizon.

Table 3-18 Jet Fuel Storage Requirements
Southwest Oregon Regional Airport

Planning Year	PMAD+5 Days (Gal)	Existing (Gal)	Difference (Gal)	% Capacity
2023	17,140	36,000	18,860	48%
PAL 1	20,180	36,000	15,820	56%
PAL 2	26,500	36,000	9,500	74%
PAL 3	46,700	36,000	-10,700	127%

Source: Ardurra, 2026

Table 3-19 Avgas Storage Requirements
Southwest Oregon Regional Airport

Planning Year	PMAD+5 Days (Gal)	Existing (Gal)	Difference (Gal)	% Capacity
2023	900	10,000	9,100	9%
PAL 1	1,060	10,000	8,940	11%
PAL 2	1,400	10,000	8,600	14%
PAL 3	2,400	10,000	7,600	24%

Source: Ardurra, 2026

3.7.4. Airport Maintenance

Airport maintenance is provided by OTH staff from two separate facilities, one for heavy maintenance and one for light maintenance. While the current condition meets the maintenance needs of the Airport, OTH staff could benefit from a new consolidated facility in a more strategic location.

3.7.5. Service Amenities

General aviation users have requested an aircraft wash rack at OTH due to the saltwater environment where the Airport resides. Additionally, occupants of the T-hangar complex have requested basic amenities in their location such as a functional restroom and Wi-Fi.

3.8 Facility Requirements Summary

Table 3-20 provides a consolidated summary of facility requirements identified in this chapter, as well as those carried forward from prior planning efforts. These requirements form the foundation for the next phase of the master planning process. The Alternatives chapter will present a detailed analysis, including phased implementation strategies and any additional information necessary to support the elements outlined in Table 3-20.

Table 3-20 Facility Requirements Summary
Southwest Oregon Regional Airport

Airport Feature	Description of Need or Recommendation
Runway	
Runway 5-23 Length	The ultimate condition is to support a 6,400-foot runway*
Runway 5 Glideslope Array	Relocate the array outside of the RSA
Runway 5-23 and 13-31 Shoulders	Add paved or stabilized runway shoulders
Runway 31 Approach RPZ	Gain Sponsor control of the RPZ and remove incompatible land uses to the maximum extent possible
Runway 13 Hot Spot	Recommend removal of the hot spot in the Chart Supplement
PAPI Lights	Recommended for Runways 23, 13, and 31
Runway 13-31 Approach Procedure	A new instrument approach procedure is recommended
Taxiway	
Taxiways C1 and B1	Eliminate direct runway access to from the south apron*
Taxiway Shoulders (all)	Add stabilized taxiway shoulders
Taxiway Fillets (all)	Upgrade to current fillet design during next reconstruction projects
Facilities/Equipment/Apron	
Hangars	15 hangar spaces are needed*
Terminal Apron	Terminal apron expansion is needed immediately to accommodate two E175 aircraft simultaneously*
Transient Apron	Transient apron expansion opportunities should be explored*
Fuel Storage (Jet-A)	Add additional storage capacity for long term needs
Vehicle Service Road (VSR)	A VSR between the FBO and the fuel farm would enhance safety*
Consolidated Maintenance Facility	Airport staff would benefit from a new facility*
Aircraft Wash Rack	A wash rack would enhance customer and tenant experience*
T-Hangar User Comfort	A dedicated restroom, lounge, and Wi-Fi would enhance tenant experience
Passenger Terminal	
Hold Room/Lobby/Baggage Claim	Expansion of these areas may be needed to accommodate additional service and airline flight schedules
Parking	Expansion of the terminal vehicle parking is needed during the long term*

Source: Ardurra, 2026

*To be reviewed during the alternatives analysis