

BEND MUNICIPAL AIRPORT

KBDN

Elevation 3459'

Bend, Oregon

[Airport Website](#)

Airport Overview

Bend Municipal Airport is a single surface, un-towered airfield in Oregon, serving the town of Bend. Surrounded on all sides by elevated terrain it can be a challenging approach, especially at night. There is no air-line service, regional or otherwise. The nearest commercial airport is north of Bend, in Redmond Oregon. The airfield hosts a flight school, and full service FBO. Minor airframe repair, and engine repair is available on site. There is an abnormally large amount of rotor traffic, as well as the aforementioned flight school traffic. Adding to the hazards presented is the presence of gliders and ultralights in the vicinity, both based, and transient. Due to these combined factors, extreme diligence and caution is recommended when entering the vicinity as non-standard operations are prolific.



Longest Runway	Lowest Published Approach Minimums
<p>RWY 16/34:</p> <p>5201 ft</p>	<p>RNAV/GPS Z (LPV)/ 16:</p> <p>3682 1mi (250)</p>



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Runway	Surface	Light System	Runway Length	Runway Width	GA/TCH	TDZE
16	Asphalt	REIL, MIRL, PA-PI- 4 Bar (L)	5201	75	3.0° / 38'	3403
34	Asphalt	REIL, MIRL, PA-PI- 4 Bar (L)	5201	75	3.0° / 44'	3459

Approach Review	
16	34
RNAV (GPS)- Y&Z	RNAV (GPS), VOR

ATC	
TOWER:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Notes: ARFF index: None listed All Runways Load Bearing: Single Wheel 30.0	

AF/D Notes of Interest
<ul style="list-style-type: none"> • RP FIXED WING TO RMN WEST OF RWY USING RP RWY 16 AND LP RWY 34. ROTOR WING TO RMN EAST OF RWY AND USE RP 34 AND LP 16. FIXED WING ACFT-NO TURNS BFR END OF RWY. • CALM WIND RWY IS RWY 16 • BE AWARE, INTENSE HELICOPTER TRAINING CONTINUALLY IN PROGRESS. • EXTENSIVE GEESE ACTIVITY REPORTED ON AND NEAR ARPT YEAR AROUND. DEER AND OTHER WILDLIFE MAY BE PRESENT. • APRON AREAS MAY BE HEAVILY CONGESTED AT TIMES WITH SVC VEHICLES, PEDESTRIAN AND AUTOMOBILE TFC. • TAXILANES AND APRON ARE NSTD. ACFT MAY REQUIRE WING WALKERS, PARKING GUIDANCE AND/OR TUGGING AT PILOT DISCRETION TO INSURE ACFT CLEARANCE FROM OBSTACLES • FOR CD CTC SEATTLE ARTCC AT 253-351-3694. • ACTVT REIL RWY 16/34; PAPI RWY 16/34; MIRL RWY 16/34 - CTAF. • GLIDER OPR ON AND INVOF ARPT. • BOTH TWYS PARALLEL TO RWY 16-34 MARKED BY REFLECTORS.

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Terrain/Obstacles

- Mountainous terrain all quadrants
- Multiple towers in close proximity. Most critical 230 ft AGL WNW of field.

Safety Factors

- Terrain/Obstacles
- Single Runway surface
- High density rotor traffic
- High density flight training traffic
- Un-towered
- Heavy glider activity
- Airports in close proximity
- Taxiways parallel to runway

Accident/incident History

A search of available databases, yielded 14 total reports between 2017 and 2022. 7 of which were wildlife related. Out of the remaining 7 reports, 6 were related to flight training activities. The remaining report of note involved an EMB-505 being unable to stop on an iced runway. For reference the report is included below.

<https://www.asias.faa.gov/apex/f?p=100:18:::NO::AP BRIEF RPT VAR:201801160008891>

Reference Documents (Double-Click on icon to retrieve)

(AFD)

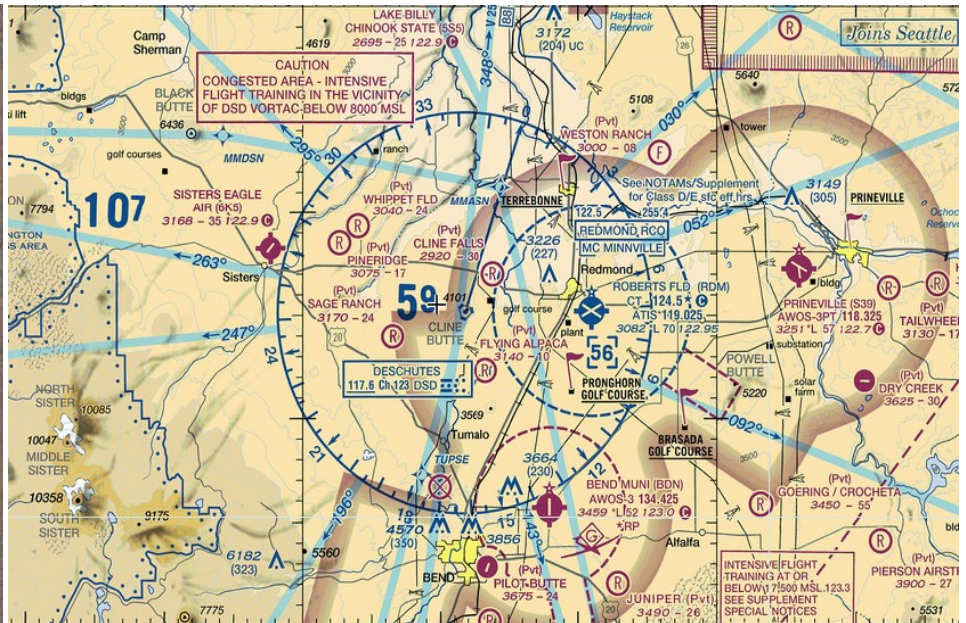
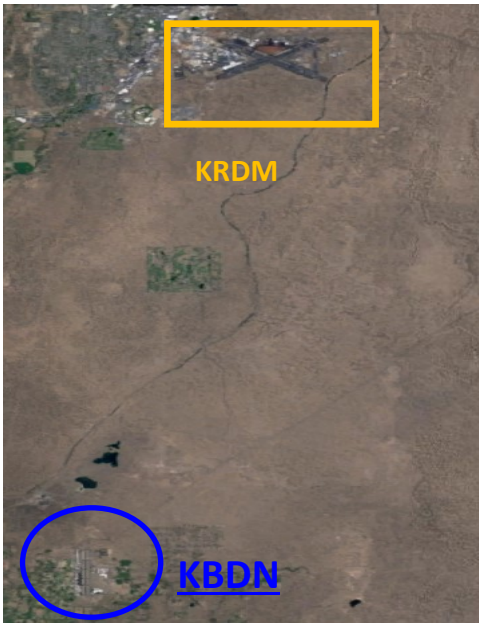


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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Terrain/Obstacles	
Single Runway Surface	
High Density Rotor Traffic	
High Density Flight Training	
Un Towered	
Heavy Glider Activity	
Airports in close proximity	
Taxiways parallel to runway	