

# Sisters Eagle Airport – Airport Listing FAQ

**Background:** The Sisters Eagle Airport has applied to the Oregon Department of Aviation (ODA) to be added to the list of airports that are identified as a matter of State concern. In order to be included the requesting airport has the burden of proof to meet **one** (1) of three (3) criteria as identified in ORS 836.610(b) (A-C):

A: Provide important links in air traffic in this state;

B: Provide essential safety or emergency services; or

C: Are of economic importance to the county where the airport is located.

To further assist the Department in carrying out the process to identify which airport should be listed rules Administrative Rules (OAR) have been adopted that set up a framework in which the Department will follow. OAR 738-090-0010 states that: The purpose of this [OAR] division is to carry out the requirements of ORS 836.610. Subsection (3) & (4) requires ODA, in carrying out ORS 836.610 to: Identifies privately owned public-use airports that: (a) Provide important links in air traffic in this state; (b) Provide essential safety or emergency services; or (c) Are of economic importance to the county where the airport is located; and to establish a process for adding an airport to or deleting an airport from the listings of airports established in OAR 738-090-0030. This process has been established and is identified in OAR 738-090-0040. As part of this process, ODA has sent notice to “affected property owners” and will a public hearing to tell the property owners generally of the effect of including the proposed airport on the list and the opportunity for public comment.

To meet this requirement ODA has sent a 31 day notice to the public and will hold a public hearing to allow for public comment on February 8, 2017 at the Sisters High School Lecture Room.

**History:** Records for the Sisters Eagle Airport date back to the mid-1960’s. According to Board Meeting Minutes in April 17, 1962 a preliminary site investigation was made for a private airport in the Sisters area for the Indian Hills Development Corporation.

Later at a Board meeting held on December 13, 1966 the minute’s state: “The local people of Sisters, Harold Barclay, and the Indian Ford Ranch people are willing to donate the land and equipment for improvements to the Sisters Airport. They want it to be a public ownership. Local participation will accomplish all but an estimated \$7,000 worth of material for completion of a first-stage airport. The \$7,000 would be for asphalt and its application. If we cannot get the asphalt, we can provide engineering and administration today. Mr. Jack Lansing was not present but has expressed a real interest in the project. Mr. Veatch moved that we accept Sisters as a project and proceed with it as funds are available. The motion carried unanimously.”

The following year at the June 2, 1967 Board meeting the Director (Aeronautics) advised the Board that Governor Tom McCall had appointed Rep. George Flitcraft to represent the

Governor at the dedication of the new Sisters State Airport. The dedication will be held on Saturday, July 1, 1967.

From the meeting minutes, Sisters Airport was once owned by the State of Oregon and has since been sold to various parties throughout the years. In addition, to the different ownerships, properties have been added and removed from the airport.

On November 6, 2012 the City of Sisters went through the public annexation process to bring the airport within the city limits of Sisters. In mid-February 2014 with a series of 5-0 votes, on a variety of ordinances, "the council made the airport property officially a part of the City of Sisters. There was no public commentary offered, no comments from the applicant, and no discussion among the council." As a result of annexation "the City, bringing the 34-acre airport property into the city would allow the City to capture tax revenues, and bring land-use control to the local jurisdiction. The airport is also viewed as a community asset, providing a base for emergency services, access for visitors who fly in to Sisters Country, and a key piece of transportation infrastructure that can be enhanced to help businesses locate in Sisters." (Sisters Nugget News 2/18/14).

Below are a number of FAQs that will help answer many of the questions ODA has received during the open comment period.

- ***Why is Sisters Eagle Airport being added to Exhibit 2? The Sisters Eagle Airport has requested to be added to Exhibit 2. In a letter to ODA dated October 29, 2015, the airport requested to be added to Exhibit 2 in accordance with ORS 836-610 and OAR 738-090.***
- ***What is affected by adding Sisters Eagle Air Airport to Exhibit 2? By adding the airport to Exhibit 2 the local jurisdiction will be required to recognize in its local planning documents the location of the airport, establish a boundary of the airport and allow for specific uses as identified in ORS 836.616(2).***
- ***What is the difference between Appendix M and Exhibit 2? Appendix M is a document that is listed in ODA's Land Use Compatibility Guidebook. A land use guidebook which was adopted as policy by the Board in January 2003 (Appendix M and Exhibit 2 are the same documents). Exhibit 2 is the list of Privately Owned airports as identified in OAR 738-090. It should be noted Exhibit 1 is the list of publicly owned airports that also are of State concern.***
- ***Is the state required to admit a privately owned public use airport to Exhibit 2 (Appendix M) if it meets the three requirements under ORS 836.610? The State Aviation Board shall add an airport to the list of Airports of State Concern (Exhibit 2 / Appendix M) if it meets one of the three criteria as listed in ORS 836.610. The criteria are: Provide important links in air traffic in this state; Provide essential safety or emergency services; Are of economic importance to the county where the airport is located.***
- ***Will this upgrade in the airport's listing enable the airport to add more commercial operations? Sisters Eagle airport is a public use airport and recognized as a Public Use airport in the Oregon Aviation System Plan and the FAA. It is open to the public for all***

**allowed aviation uses, which includes commercial operations. As a public use airport, the airport cannot restrict the number of operations a commercial operator provides. For example, the airport cannot limit the number to training flights to a specific number that originate from Sisters Eagle or another airport.**

- *What will be the general order and format of the meeting? The general format of the meeting will be the following: **1) ODA opening statement and criteria; 2) Applicant's presentation; 3) Jurisdictional Comments; 4) Public Comments.***
- *Do any other land use issues affecting the airport affect listing Sisters Eagle Air Airport to appendix M? **No***
- *Would this designation allow the airport to apply for and possibly receive any grants or other Government funds that they cannot apply for under their current designation? **Not at this time***

*What criteria will the Department consider when reviewing the request? **The Department of Aviation and the Aviation Board will only consider the three issues below. Does the airport:***

**A: Provide important links in air traffic in this state;**

**B: Provide essential safety or emergency services; or**

**C: Are of economic importance to the county where the airport is located.**

- *Is this considered a "Land Use Action" similar to what Cities and Counties review and approve? **No***
- *What constitutes the airport boundary, where did it come from and how was it created? **The Airport Boundary is adopted by the governing local jurisdiction(s).***
- *If the airport is granted the listing it is seeking, will local governments be required to amend their comprehensive land use plans to accommodate airport zones and uses? **The City of Sisters already did this when the Airport Annexation took place.***
- *If the airport were to expand its footprint in the future, with approval from city/county, would then the expanded footprint be automatically given Appendix M classification and 836.610 power? **Appendix M mirrors the current City Code. Appendix M designates defines permitted aviation uses on airport property.***
- *Does an airport have to meet all 3 of the listed criteria, or just one of the 3? **One***
- *Have any private/public airports had their application for Appendix M Listing turned down, and if so can you tell us why? The criteria are so broad that it would seem hard to turn down any application. **All other currently recognized Privately Owned Public Use Airports are listed on Appendix M***
- *What is the role of the City of Sisters and Deschutes County in this? **To provide comment(s) where applicable.***

- *How long will the applicant have to present? **The applicant will have 10 minutes to present their application.***
- *How long will the general public present? **Each member of the public that has comments regarding the 3 criteria will be allowed 2 minutes to comment***
- *How long will a citizen group present? **Each member of the public or separate citizen group that has comments regarding the 3 criteria will be allowed 2 minutes to comment***
- *How many aircraft are based at Sisters Eagle Airport? **According to ODA records, there are 14 active registered aircraft.***
- *Will being added to Exhibit 2 change any of the currently allowed uses? **No***
- *What are the current allowed airport uses under City Code? **Sisters Development Code Chapter 2.16 – Airport District (A) discusses the Airport District. Please refer to that document for more details.***
- *Would being added to Exhibit 2 allow the ability for the airport to have flight training and education? **Yes, no different than currently permitted use***
- *What uses will be added to the airport if the airport is added to Exhibit 2? **Same as the currently permitted uses per the City of Sisters Code Chapter 2.16. Please review Chapter 2.16 for a full list of uses in the Airport District. ORS 836.616(2) allows the following uses:***
  - (a) **Customary and usual aviation-related activities including but not limited to takeoffs, landings, aircraft hangars, tie-downs, construction and maintenance of airport facilities, fixed-base operator facilities and other activities incidental to the normal operation of an airport;***
  - (b) **Emergency medical flight services;***
  - (c) **Law enforcement and firefighting activities;***
  - (d) **Flight instruction;***
  - (e) **Aircraft service, maintenance and training;***
  - (f) **Crop dusting and other agricultural activities;***
  - (g) **Air passenger and air freight services at levels consistent with the classification and needs identified in the State Aviation System Plan;***
  - (h) **Aircraft rental;***
  - (i) **Aircraft sales and sale of aviation equipment and supplies; and***
  - (j) **Aviation recreational and sporting activities.***
- *If the airport is listed to Exhibit 2, will the Department draw an airport boundary for the City or County? **No. The Boundary is approved by the local governing Jurisdiction***
- *Who determines the Airport (A/P) boundary? **The local governing Jurisdiction***
- *Does private property not leased to the airport belong in the boundary? **All boundary questions should be addressed by the local governing jurisdiction.***

- *Can you provide other private owned public use airports & boundary information we can review? **Specific information regarding other privately owned public use airport information can be obtained by contacting the airport and the airport's local governing Jurisdiction. All privately owned public use airports in Oregon are listed on Appendix M and can also be found by reference in the 2007 Oregon Aviation System Plan***
- *It does not appear that the City of Sisters or Deschutes County has applied the planning templates suggested by the state. Is this a requirement? **This question should be directed to the City of Sisters and Deschutes County***
- *Does the State of Oregon have jurisdiction and final decision making powers on private HOA property use over local government? **No***
- *We have a business park right off the end of runway 20 and there has been recently a storage facility built in the RPZ, there are also homes being built approx. 200 yards west of runway the departure end of RWY 20, is this allowable in the RPZ? **Similar to all boundary questions, this question should be directed to the local governing Jurisdiction***
- *Does being in the airport boundary allow for a commercial aviation business to implement even inside the HOA? **The local governing Jurisdiction shall confirm in coordination with the HOA.***