

General Project Information: Fuel Infrastructure - Jet A Fuel Tank

Sisters Eagle Airport
COAR Application 2022

Application Year: 2022
COAR-2022-6K5-00037

Applicant

Organization Name

Sisters Eagle Airport

Contact Person *

Julie Benson

Address

15820 Barclay Dr.

Contact Person Title *

Airport Manager

City

Sisters

State

Oregon

Zip Code

97759

Phone Number

(541) 390-7407

Email

Julie@SistersAirport.com

Project Name and Location

Project Name *

Fuel Infrastructure - Jet A Fuel Tank

Project Location *

Sisters Eagle Airport 6K5

ODOT Region:

Region 4

County tax parcel identification number(s): *

Map/Taxlot 151004A000800; Accounts: 135876, 143025, 143023 Deschutes County

For convenience, if you have these compiled, please upload them here:

Airport Information

Airport Name: *

Sisters Eagle Airport

Airport Category: *

Category 4

NPIAS or Non-NPIAS: *

Non-NPIAS

Project Overview

Select the type of project being proposed: *

Program Elements

Select the category of project for which you are requesting funding: *

Critical/essential services or equipment

Project Start Date:

5/1/2022

Project End Date:

12/31/2022

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Project Summary *

Provide a brief summary of the project in the space provided below:

There has been a historical demand for Jet A fuel at the Sisters Eagle Airport from EMS, firefighting, wildlife counts and other commercial aircraft operations that requires over the road fuel trucks or additional flight traffic to fuel at other airports. There has also been a significant increase in turbo-prop charter traffic and general aviation aircraft requiring Jet A fuel. Jet A tank and infrastructure is required to support this demand.

Project Purpose and Description *

Provide a purpose and description of the project in the space provided below:

Sisters Eagle Airport is the first airport east of the Cascades with emergency resources, fuel and air response capabilities. Aviation use of the Sisters Eagle Airport continues to increase, requiring capacity and infrastructure improvements necessary to support emergency response, fuel storage, on demand charter, air touring, business links, and recreation.

It is the intention of Sisters Eagle Airport to further recommendations from both the Oregon Aviation Plan and the Oregon Business Plan by installing Jet A fueling infrastructure. In anticipation of this project, the fueling area that currently houses the 100 LL aviation fuel tank was built to contain 2 similar 12,000 gallon tanks. The Jet A tank civil infrastructure is already in place and designed to receive the additional fuel tank. This proposal is to install a 12,000 gallon Jet A tank next to the existing 100LL tank on the existing concrete, and utilizing the recently upgraded self serve payment station.

Clearly define the proposed project in each of the following areas:

• **Does the project eliminate current deficiencies listed in the current Oregon Aviation Plan? *** ✓ Yes No
Supply of Jet A fuel as noted in the OAP.

• **Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations? *** ✓ Yes No

The Sisters Airport has and continues to improve its required aviation infrastructure to support industry requirements and growth. The OVP identifies the minimum fueling standard for a Category IV airport is 100LL availability. The addition of Jet A supply exceeds the minimum standards and supports the current shift towards rural remote work force and business growth.

• **Does the project prevent future deficiencies and preserve the existing facilities? *** ✓ Yes No
Due to the increased use of turbine aircraft in general aviation, charter operations and emergency services helicopters and fixed wing aircraft, it has become apparent that a Jet A Fuel tank is required at 6K5.

Central Oregon fire seasons continue to exist and increase in magnitude. Since 2017, the Sisters Airport has seen an increasing number and duration of firefighting turbine helicopters stationed throughout the summer wildfire season. Without the availability of Jet A Fuel, support fuel trucks have to travel offsite and over the road to other airports for refueling options. This environmentally degrading and wasteful process would be eliminated with the installation of Jet A Fuel at the Sisters Airport.

• **Does the project increase the financial self-sufficiency of the airport? *** ✓ Yes No
Supply of Jet A fuel will provide for flowage funds, and will increase the turbine based aircraft and hangar demand. Sisters continues to grow as a destination accessed through turbine based aviation charter. Supporting these aircraft provides for ramp, fuel, and overnight hangar fees to further support the self sufficiency of the airport.

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• **Does the project have local support? ***

Yes **No**

Letters of support attached.

Project Documentation: Fuel Infrastructure - Jet A Fuel Tank

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Documentation and Permits

Was the Airport Layout Plan (ALP) Completed within the last 10 years? *

Yes No Underway

Date of Completion: 2/25/2014

Anticipated Date of Completion: _____

If no, provide reasoning:

Is a NEPA review required? *

Yes No

Please select the applicable review type:

If 'Other' is selected, please describe the type of NEPA review in the provided field below.

Note any required permits, date issued or expected issue date, completion status, and required status. Permits may include, but are not limited to: right-of-way permits, land acquisition permits, building permits, etc. Click the "SAVE" button to add additional rows.

Permit Type	Date Issued	Completion Status	Required Status
Electrical Permit/Electrical Engineer Engaged		Underway	Required

Statewide Impact: Fuel Infrastructure - Jet A Fuel Tank

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Statewide Impact of Project

Per **ORS 367.084(6)**, the following questions apply:

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor? If yes, provide a short explanation. * Yes No

The Sisters Tech Center located at the Airport has increasingly attracted business and living wage employees . 2021 saw a significant increase in the rural remote work force. Many of these employees work in a hybrid environment that requires some level of travel to corporate or client offices . Further improving the aviation infrastructure at the Sisters Airport will improve access to and from a remote and rural work force. This opportunity will further attract businesses that are looking to grow or relocate to a more rural environment. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts , and provide jobs closer to where people desire to live. Lastly, the Sisters area has experienced an ongoing increase in recreational travel. Direct access to the Sisters area through aviation reduces the congestion at other regional airports and the associated road traffic to the area.

Does the proposed project result in an economic benefit to the state? If yes, provide a short explanation. * Yes No

During the pandemic, there has been a significant increase in rural remote workforce and associated businesses. Improved aviation infrastructure provides for increased direct access for both the business and employees. Businesses that typically support aviation transportation also employ a higher wage worker. The economic benefit of these businesses supports higher income housing, local food and recreation business, school options, and the overall tax base.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system? If yes, provide a short explanation. * Yes No

Sisters Eagle Airport is currently used as a base for several companies that commute by private plane to remote office locations and job sites. Improved fueling infrastructure supports more efficient and faster aircraft . The most critical link will be the ability to supply local aircraft and life safety support systems without over the road or import fueling processes. There is a need for Jet A fueling for both emergency services and business aircraft. As the airport develops additional amenities, there will be an increased utilization and efficiency in the system.

Is the proposed project ready for construction or implementation? * Yes No

The project is ready for implementation. The existing concrete pad was designed and installed to support two 12,000 gallon fuel tanks. The Avgas tank was installed in 2014. The existing fuel pad is ready for the second tank with power and bollards already installed. The proposed Jet A tank would be 12,000 gallons. Picture of pad and existing fuel tank attached.

Does the project have any unique construction-readiness, project implementation issues, or possible delays? * Yes No

Does the proposed project have a useful life expectancy that offers maximum benefit to the state? If yes, provide a short explanation. * Yes No

The proposed project will have a useful life expectancy of at least 20 years and will be sufficient to meet the needs of anticipated growth in that 20 year period.

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Is this project currently listed in your approved Federal CIP? *

Yes No

Federally Funded Projects *

FAA Funding Breakdown		
Federally Funded Projects		0 %
FAA AIP Grant Match Requirement from Sponsor		0 %
Total Project Cost	\$0	100 %

Non-Federally Funded Projects *

Total Project Cost

Project Funding Breakdown

Provide the funding source and the amount of funding from that source.

	Percent of Project Cost
Minimum Program Match Requirement:	10%

Source of Match Funds *	Amount	Date Available
FAA grant funds	\$0	
Private (Estimated as necessary to support cost in excess of \$150,000)	\$100,000.00	3/1/2022
Total Match Funds:	\$100,000.00	40 %

Aviation Project Funding Request to ODA *

Amount requested from ODA:	\$150,000.00	60 %
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Project Budget Summary

Total applicant matching funds:	\$100,000.00	40 %
Funding request to ODA:	\$150,000.00	60 %
Total Project Cost:	\$250,000.00	100 %

Pre-Agreement Expenditures *

Has the project incurred any expenditures prior to the completion of this agreement, if awarded? If yes, explain.

Yes No

* In accordance with **OAR 738-124-0045(3)(b)** "Only Project costs incurred on or after the effective date of the Agreement are eligible for grant funds."

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Please describe those pre-agreement expenditures.

Yes. As part of the master plan and recent upgrades, there was engineering done for fuel services in anticipation of growth. In the ramp area upgrade (2014 & 2015), some of the underground piping and electrical conduit was put in place to avoid having to remove paving to complete this project in the future. This value of ~\$50,000 has not been included in the Total Project Cost.

Additionally the fueling management system was upgraded to support multiple fuel tanks. This value of ~\$20,000 has not been included in the Total Project Cost.

Depending on the timing of the award, due to the lead time based on a challenging supply chain, a deposit equal to the approximate amount of the match funds may have been expended to support summer construction timing.

Related Document Uploads

Description	Upload
Existing Fuel Tank Photo	https://odae-grants.com/_Upload/12973_1100011_1-3aFuel.jpg

Miscellaneous Uploads: Fuel Infrastructure - Jet A Fuel Tank

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File Repository

Attached are Letters of Support that have historically been submitted for COAR grant related work.

[14432_1101013-LettersofSupport-COAR.pdf](#)

Person: Julie Benson
Date: 9/22/2021

Final Report

(You must upload your Final Report prior to closeout)

[Click here to generate the Final Report form](#)

Upload

Internal Review Sheet

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Category	Applicant Response	Internal Review Score
NPIAS or Non-NPIAS Airport	Non-NPIAS	25
Type of Project	Program Elements	5
Project Category	Critical/essential services or equipment	15
Is there an existence of Airport Zoning?	Yes	5
MINIMUM Match Percentage:	10 %	90
Total applicant matching funds:	\$100,000.00 / 40 %	30
Funding Request to ODA:	\$150,000.00 / 60 %	
Total Project Cost	\$250,000.00 / 100 %	

Does the proposed project reduce transportation costs for Oregon businesses or improve access to jobs and sources of labor?

Staff Entry	Review Score
1	5

The Sisters Tech Center located at the Airport has increasingly attracted business and living wage employees. 2021 saw a significant increase in the rural remote work force. Many of these employees work in a hybrid environment that requires some level of travel to corporate or client offices. Further improving the aviation infrastructure at the Sisters Airport will improve access to and from a remote and rural work force. This opportunity will further attract businesses that are looking to grow or relocate to a more rural environment. The creation of local business opportunities reduces the commuter road traffic and associated environmental impacts, and provide jobs closer to where people desire to live. Lastly, the Sisters area has experienced an ongoing increase in recreational travel. Direct access to the Sisters area through aviation reduces the congestion at other regional airports and the associated road traffic to the area.

Does the proposed project result in an economic benefit to the state?

Staff Entry	Review Score
1	5

During the pandemic, there has been a significant increase in rural remote workforce and associated businesses. Improved aviation infrastructure provides for increased direct access for both the business and employees. Businesses that typically support aviation transportation also employ a higher wage worker. The economic benefit of these businesses supports higher income housing, local food and recreation business, school options, and the overall tax base.

Is the proposed project a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system?

Staff Entry	Review Score
1	5

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Is the proposed project ready for construction or implementation?

Staff Entry	Review Score
1	5

The project is ready for implementation. The existing concrete pad was designed and installed to support two 12,000 gallon fuel tanks. The Avgas tank was installed in 2014. The existing fuel pad is

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ready for the second tank with power and bollards already installed. The proposed Jet A tank would be 12,000 gallons. Picture of pad and existing fuel tank attached.

Does the project have any unique construction-readiness, project implementation issues, or possible delays?

Staff Entry	Review Score
0	5

Does the proposed transportation project have a useful life expectancy that offers maximum benefit to the State?

Staff Entry	Review Score
1	5

The proposed project will have a useful life expectancy of at least 20 years and will be sufficient to meet the needs of anticipated growth in that 20 year period.

Does the project eliminate current deficiencies listed in the current OAP?

Staff Entry	Review Score
1	5

Supply of Jet A fuel as noted in the OAP.

Does the project modernize the airport by exceeding state or federal minimum standards as stated in the current Oregon Aviation Plan and identified by the Federal Aviation Administration Advisory Circulars or other regulations?

Staff Entry	Review Score
1	5

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Does the project prevent future deficiencies and preserve the existing facilities?

Staff Entry	Review Score
1	5

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Does this project increase the financial self-sufficiency of the airport?

Staff Entry	Review Score
1	5

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Does the project have local support?

Staff Entry	Review Score
1	5

Letters of support attached.

Summary

Application Base Score	ACT Grading	Total Final Score	ARC Priority	State Board Priority
225		225		