

1.0 INTRODUCTION

The goal of this Airport Master Plan (AMP) is to prepare guidance that allows Harvey Field (S43 or Airport) to continue to operate in a safe and effective manner as demand and technologies change and evolve. The Master Plan and associated Airport Layout Plan (ALP) will determine the extent, type, and schedule of development needed to not only maintain current service levels but to grow the airport in a healthy and feasible way. The Master Plan was last officially updated in 2010. Due to a change in the Airport's critical aircraft¹ and Federal Aviation Administration (FAA) design standards, it is necessary to again review the needs of the Airport and community. This study will serve to update both the Master Plan and the ALP.

1.1 Study Goals

The overall goal is to develop a plan that meets FAA safety and design standards for the ARC B-II aircraft and guides S43 and the community into the future while meeting existing and future aviation needs. In order to accomplish this goal, the following main objectives have been defined:

- Determine the current condition of existing facilities and their efficiencies.
- Provide a planning document for the next 20 years that is technically accurate, realistically executable, and financially feasible.
- Prepare forecasts of aviation activity.
- Prepare a financial plan that is realistically achievable to attain. One that considers the operating budget, revenue, expenses, and potential FAA grant funding.
- Incorporate public involvement throughout the process to ensure that the future of the Airport aligns with the values and vision of the community.

1.2 Essential Public Facility Designation

Harvey Field has been designated as an Essential Public Facility (EPF) in accordance with the provisions of the Washington State Growth Management Act - RCW 36.70A (GMA) and the Planning Enabling Act - RCW 36.70 (PEA). This designation was granted to protect public use general aviation airports that are essential to the state's aviation system from encroachment by incompatible land uses. The EPF requires that cities and counties planning under the GMA through their local comprehensive plans and growth regulations:

- protect EPFs by discouraging adjacent siting of incompatible land uses
- ensure that land use actions allow for the siting of EPFs
- promote orderly expansion and development of existing EPFs

¹ Critical aircraft is the most demanding aircraft or family of aircraft that account for at least 500 annual operations. An airfield is designed for its critical aircraft.

1.3 Regional Airport System Plan

The Puget Sound Regional Council (PSRC) completed a Regional Airport System Plan (RASP) in 2001. Of the 24 public use airports in the Puget Sound Region, Harvey Field ranked fifth in total annual operations (140,700) and fourth in based aircraft (360) for calendar year 1998. The Airport noted that overall general aviation activity has declined since the 2001 RASP was completed; however, activity at Harvey Field has not dropped as much as indicated by the air traffic control records at towered airports such as Paine Field and others in the state. Harvey Field has experienced an increase in fuel sales, skydiving operations, flight instruction and based aircraft in 2015, as of March 1st, when compared to the same period in 2014.

Destination 2030, an update to the Metropolitan Transportation Plan, and a component of the RASP 2001, identifies Harvey Field as an airport of regional significance. This designation is intended to “protect the public investment in these facilities so they can fulfill their role.”

1.4 Washington Aviation Systems Plan

In 2017 the Washington Aviation Systems Plan (WASP) was updated to look at how the entire aviation system performs and how individual airports interact to contribute to the system as a whole.

Within the WASP, Harvey Field is designated as a general aviation reliever airport. Reliever airports are defined as those designated by FAA as a having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.²

1.5 Airport Location

Harvey Field is located approximately one mile south of the City of Snohomish central business district (CBD) and is part of the Urban Growth Area (UGA). The City of Snohomish is located in Snohomish County, which is nestled in the Snohomish River Valley of the Puget Sound Region of Washington. Access to the Airport is provided via Airport Way (Avenue D north of Snohomish River) from U.S. Highway 2 from the north and State Route 9 from the north and south. **Figure 1-1** depicts the Airport’s geographic location.

² Washington Aviation Systems Plan, <http://www.wsdot.wa.gov/aviation/Planning/wasp.htm>, July 2017

FIGURE 1-1 – LOCATION AND VICINITY MAP



Source: Jviation
Note: Not to scale

1.6 Airport Management and Ownership Structure

Harvey Field is privately owned and operated by Kandace Harvey as a public use general aviation reliever facility. Kandace Harvey is responsible for airport administration, including management of the airfield, lease negotiations, airport agreements, community involvement, and public relations. An airport manager oversees the daily operation of the Airport.

1.7 Airport History and Activity

The Harvey family emigrated from England in the mid-1800’s and homesteaded near the Snohomish River on a 160-acre parcel of land, part of which is known today as Harvey Field. The Harveys constructed an east-west runway, a few hangars, fueling area, and a 10-unit motel which became the Snohomish Airfield, Inc. in 1945. The administration building, maintenance shop, and restaurant were added in 1947.

Harvey Field continues to remain an important aviation component in the Puget Sound Regional Airport System and to the City of Snohomish and Snohomish County, as well as providing relief to general aviation for the congested Seattle-Tacoma aviation community. Although privately owned, S43 is open for public use without restriction and is listed in the National Plan of Integrated Airport Systems (NPIAS) and designated by FAA as a general aviation reliever airport.³

³ Federal Aviation Administration Report to Congress National Plan of Integrated Airport Systems (NPIAS) 2015-2019.

Harvey Field is a destination for many aircraft in the northwest United States and beyond. The destinations for instrument flight rules (IFR)⁴ and other flight plans filed from Harvey Field over the course of one year are depicted in **Figure 1-2** (each route shown represents a destination, not the number of flight plans filed). This broad reach is a significant asset for the viability and economic health of Snohomish city and county as well as neighboring communities in the region.

FIGURE 1-2 – FLIGHT PLANS (OCTOBER 2013 – OCTOBER 2014)



Sources: Aviation, Airport IQ Data Center, and Airport Records

Notes: Not to scale

Airport IQ Data Center: instrument flight plans (IFR) filed with the FAA over the course of a one-year period.

Airport Records: from Harvey Field Transient Pilot Registry for a one-year period.

⁴ During certain meteorological conditions, the FAA requires pilots to file a flight plan and follow instrument flight rules (IFR), which require pilots to comply with more restrictive weather requirements and certain air traffic control procedures. IFR flight plans are required for air carrier operations and typically filed by the business segment of GA that uses turboprop and business jet aircraft (rather than pleasure fliers).