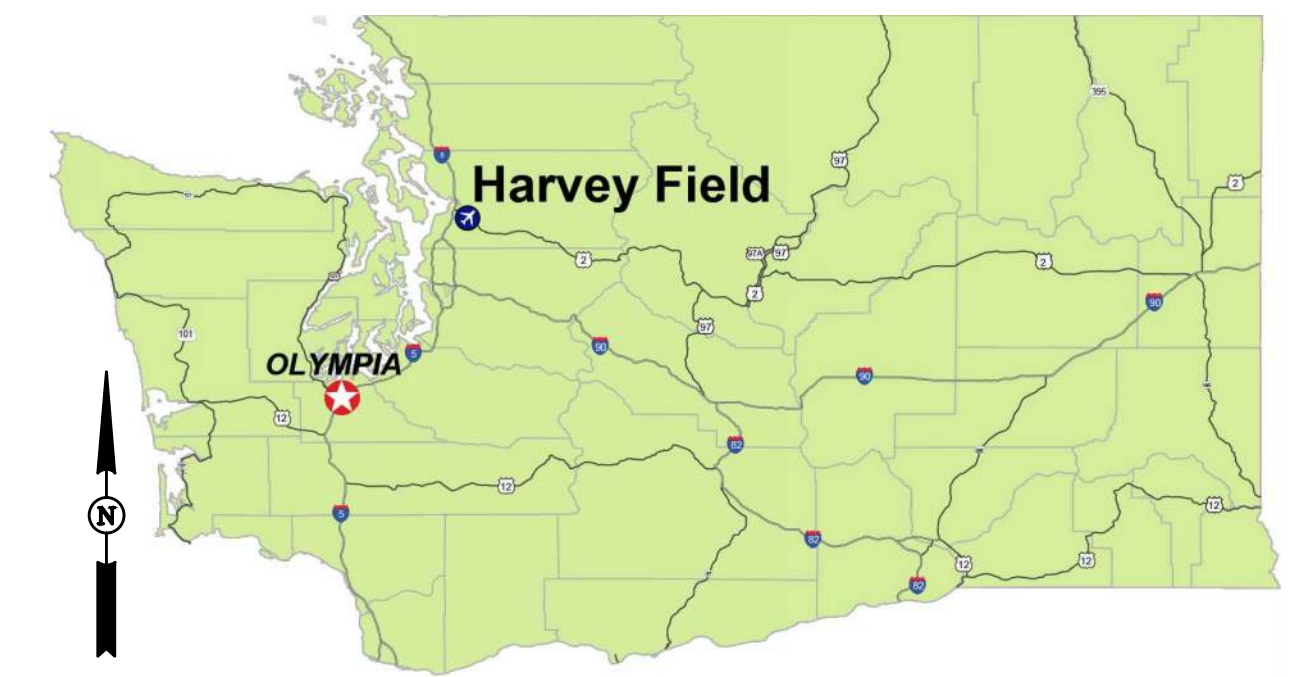


# HARVEY FIELD AIRPORT

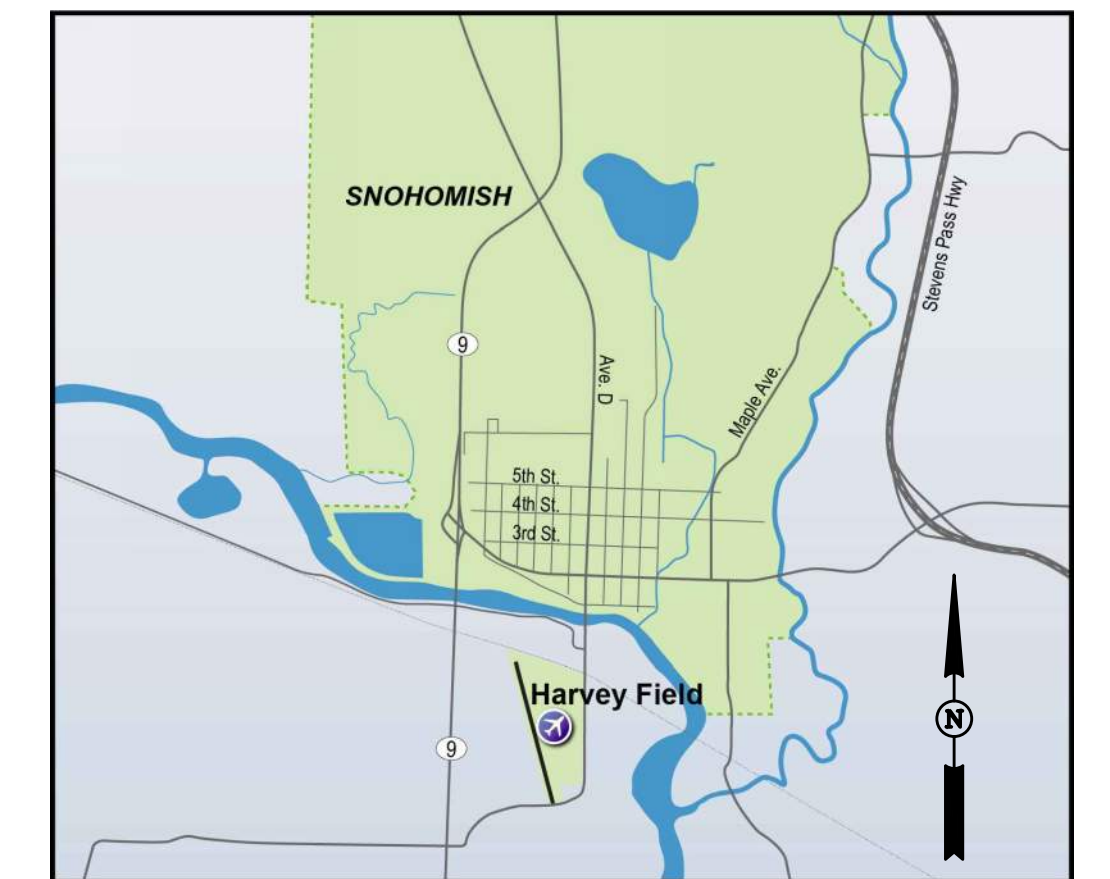
## SNOHOMISH, WASHINGTON

AIRPORT LAYOUT PLAN DRAWING SET  
SEPTEMBER 2018

INDEX OF DRAWINGS		
SHEET NO.	TITLE	REVISION DATE
01	TITLE SHEET	
02	DATA SHEET	
03	AIRPORT LAYOUT PLAN - EXISTING	
04	AIRPORT LAYOUT PLAN - FUTURE	
05	AIRPORT AIRSPACE DRAWING	
06	RUNWAY 15L/33R AIRPORT AIRSPACE PROFILE	
07	RUNWAY 15R/33L AIRPORT AIRSPACE PROFILE	
08	RUNWAY 15/33 AIRPORT AIRSPACE PROFILE	
09	RUNWAY 15L INNER APPROACH SURFACE DRAWING	
10	RUNWAY 33R INNER APPROACH SURFACE DRAWING	
11	RUNWAY 15R INNER APPROACH SURFACE DRAWING	
12	RUNWAY 33L INNER APPROACH SURFACE DRAWING	
13	RUNWAY 15 INNER APPROACH SURFACE DRAWING	
14	RUNWAY 33 INNER APPROACH SURFACE DRAWING	
15	RUNWAY 15L DEPARTURE SURFACE	
16	RUNWAY 33R DEPARTURE SURFACE	
17	RUNWAY 15 DEPARTURE SURFACE	
18	RUNWAY 33 DEPARTURE SURFACE	
19	LAND USE PLAN	
20	AIRPORT PROPERTY MAP	



LOCATION MAP  
NOT TO SCALE



VICINITY MAP  
NOT TO SCALE



SPONSOR APPROVAL	
ACCEPTED:	HARVEY FIELD AIRPORT
DATE:	

L:\S43\AIP-2014\PLANS\01-543-AIP-CORR.dwg  
 Mar 09, 2021 - 13:46pm  
 Stan Adams

**JVIATION®**

HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: R.L.B.				
CH: S.V.B.				
APP: M.C.L.				

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT  
LAYOUT PLAN

TITLE SHEET

AIP PROJ. NO. 3-53-0070-003-2014	JVIATION PROJ. NO. 2014.S43.01	DATE: SEPTEMBER 2018
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SHEET NO.  
01 of 20

RUNWAY DATA TABLE										
	RUNWAY 15L/33R			RUNWAY 15R/33L			RUNWAY 15/33			
	EXISTING		FUTURE	EXISTING		FUTURE	FUTURE		ULTIMATE	
RUNWAY IDENTIFIER	15L	33R	15L/33R	15R	33L	15R/33L	15	33	15	33
RUNWAY DESIGN CODE (RDC)	B-II-SMALL-5000	B-II-SMALL-5000		B-II-SMALL-5000	B-II-SMALL-5000		B-II-SMALL-5000	B-II-SMALL-5000	SAME	SAME
RUNWAY WIDTH AND LENGTH	36' X 2,672'	36' X 2,672'		100' X 2,430'	100' X 2,430'		75' X 2,400'	75' X 2,400'	SAME	SAME
RUNWAY SURFACE COMPOSITION	ASPHALT	ASPHALT		TURF	TURF		ASPHALT	ASPHALT	SAME	SAME
PAVEMENT DESIGN STRENGTH (LBS)										
SINGLE WHEEL GEAR (SWG)	10,000 (UTILITY)	10,000 (UTILITY)		N/A (UTILITY)	N/A (UTILITY)		12,500 (UTILITY)	12,500 (UTILITY)	SAME	SAME
DUAL WHEEL GEAR (DWG)	N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A
PERCENT EFFECTIVE GRADIENT	+0.2%	-0.2%		N/A	N/A		N/A	N/A	N/A	N/A
PCN	N/A	N/A		N/A	N/A		N/A	N/A	N/A	N/A
PERCENT WIND COVERAGE										
10.5 KNOT ALL WEATHER		98.70%		SAME	SAME		SAME	SAME	SAME	SAME
13 KNOT ALL WEATHER		99.62%		SAME	SAME		SAME	SAME	SAME	SAME
16 KNOT ALL WEATHER		99.93%		SAME	SAME		SAME	SAME	SAME	SAME
RUNWAY SAFETY AREA (RSA)										
WIDTH	150'	150'		150'	150'		150'	150'	SAME	SAME
LENGTH BEYOND RUNWAY END	300'	300'		300'	300'		300'	300'	SAME	SAME
RUNWAY OBJECT FREE AREA (ROFA)										
WIDTH	500'	500'		500'	500'		500'	500'	SAME	SAME
LENGTH BEYOND RUNWAY END	300'	300'		300'	300'		300'	300'	SAME	SAME
RUNWAY OBJECT FREE ZONE (ROFZ)										
WIDTH	250'	250'		250'	250'		250'	250'	SAME	SAME
LENGTH BEYOND RUNWAY END	200'	200'		200'	200'		200'	200'	SAME	SAME
APPROACH RUNWAY PROTECTION ZONE (RPZ)										
INNER WIDTH	250'	250'		250'	250'		250'	250'	SAME	SAME
LENGTH	1,000'	1,000'		1,000'	1,000'		1,000'	1,000'	SAME	SAME
OUTER WIDTH	450'	450'		450'	450'		450'	450'	SAME	SAME
DEPARTURE RUNWAY PROTECTION ZONE (RPZ)										
INNER WIDTH	250'	250'		250'	250'		250'	250'	SAME	SAME
LENGTH	1,000'	1,000'		1,000'	1,000'		1,000'	1,000'	SAME	SAME
OUTER WIDTH	450'	450'		450'	450'		450'	450'	SAME	SAME
RUNWAY MARKING	BASIC NUMBERS ONLY	BASIC NUMBERS ONLY		N/A	N/A		N/A	N/A	NIP	NIP
APPROACH CATEGORY	20:1	20:1		20:1	20:1		20:1	20:1	34:1	34:1
APPROACH TYPE	VISUAL (CIRCLE-TO-LAND PROCEDURE)	VISUAL (CIRCLE-TO-LAND PROCEDURE)		VISUAL	VISUAL		VISUAL (CIRCLE-TO-LAND PROCEDURE)	VISUAL (CIRCLE-TO-LAND PROCEDURE)	NON-PRECISION WITH VERTICAL GUIDANCE	NON-PRECISION WITH VERTICAL GUIDANCE
VISIBILITY MINIMUMS	≥ 1 1/4 MILE	≥ 1 1/4 MILE		VISUAL	VISUAL		≥ 1 MILE	≥ 1 MILE	SAME	SAME
TYPE OF AERONAUTICAL SURVEY FOR APPROACH	NON-VERTICAL	NON-VERTICAL		NON-VERTICAL	NON-VERTICAL		NON-VERTICAL	NON-VERTICAL	VERTICAL	VERTICAL
THRESHOLD SITING SURFACE (TSS)	TYPE 3	TYPE 3		TYPE 3	TYPE 3		TYPE 3	TYPE 3	TYPE 4	TYPE 4
TERPS CIRCLING VISUAL AREA	N/A	N/A		N/A	N/A		400' X 10,000' X 3,160'	400' X 10,000' X 3,160'	SAME	SAME
RUNWAY DEPARTURE SURFACE	YES	YES		NONE	NONE		YES	YES	SAME	SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	21.48'	21.45'		NONE	NONE		MIRL	MIRL	SAME	SAME
VISUAL AND INSTRUMENT NAVAIDS	NONE	NONE		NONE	NONE		27.34'	SAME	SAME	SAME
				NONE	NONE		PAPI	PAPI	SAME	SAME

RUNWAY TO BE CLOSED

RUNWAY TO BE CLOSED

AIRPORT DATA TABLE		
	EXISTING	FUTURE
AIRPORT REFERENCE CODE (ARC)	B-II-SMALL	SAME
MEAN MAX. TEMP. - HOTTEST MONTH	73.3° - AUGUST	SAME
AIRPORT ELEVATION (MSL)	22.8'	SAME
AIRPORT & TERMINAL NAVAIDS	WINDCONE	WINDCONE, PAPI, BEACON
MISCELLANEOUS FACILITIES	NONE	SAME
AIRPORT REFERENCE POINT (ARP)	LAT: 47°54'17.10" N LON: 122°06'08.50" W	LAT: 47°54'13.32" N LON: 122°06'08.85" W
CRITICAL AIRCRAFT	CESSNA CARAVAN 208B	SAME
WINGSPAN	52.17'	SAME
TAIL HEIGHT	14.83'	SAME
MAX. T.O. WEIGHT	8,000 LBS	SAME
APPROACH SPEED	98 KNOTS	SAME
MAGNETIC VARIATION	15.81°E ± 0.37° CHANGING BY 0.14° W PER YEAR	SAME
NPIAS SERVICE LEVEL	REGIONAL	SAME
NPIAS STATE EQUIVALENT SERVICE ROLE	GA RELIEVER	SAME

DECLARED DISTANCES								
RUNWAY	TAKEOFF RUN AVAILABLE (TORA)		TAKEOFF DIST. AVAILABLE (TODA)		ACCELERATE STOP DIST. AVAILABLE (ASDA)		LANDING DIST. AVAILABLE (LDA)	
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
15L	2,422'	N/A	2,422'	N/A	2,422'	N/A	1,963'	N/A
33R	2,536'	N/A	2,536'	N/A	2,536'	N/A	2,294'	N/A
15R	2,430'	N/A	2,430'	N/A	2,430'	N/A	2,430'	N/A
33L	2,430'	N/A	2,430'	N/A	2,430'	N/A	2,430'	N/A
15	N/A	2,400'	N/A	2,400'	N/A	2,400'	N/A	2,400'
33	N/A	2,400'	N/A	2,400'	N/A	2,400'	N/A	2,400'

MODIFICATION TO STANDARDS			
APPROVAL DATE	AIRSPACE CASE NO.	STANDARD TO BE MODIFIED	DESCRIPTION
-	-	-	-

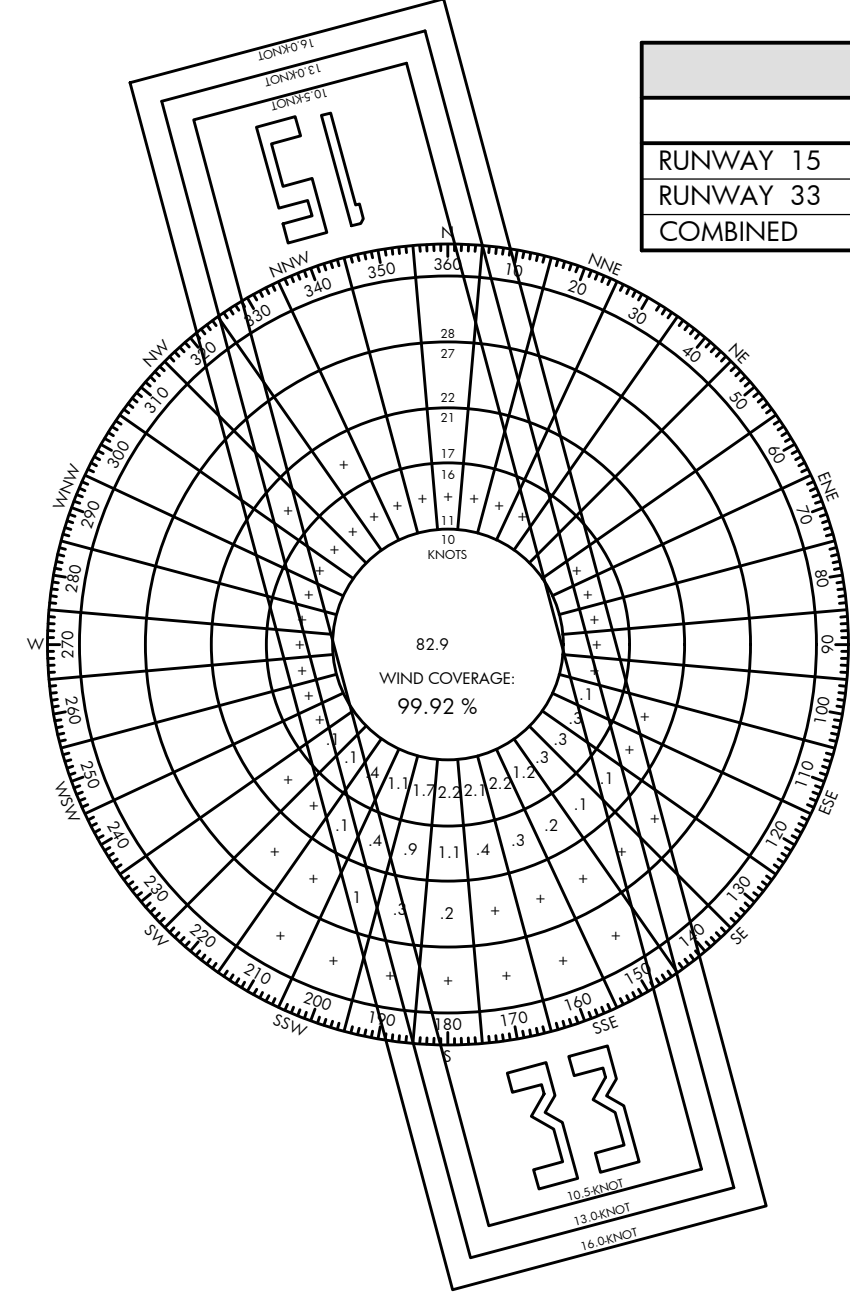
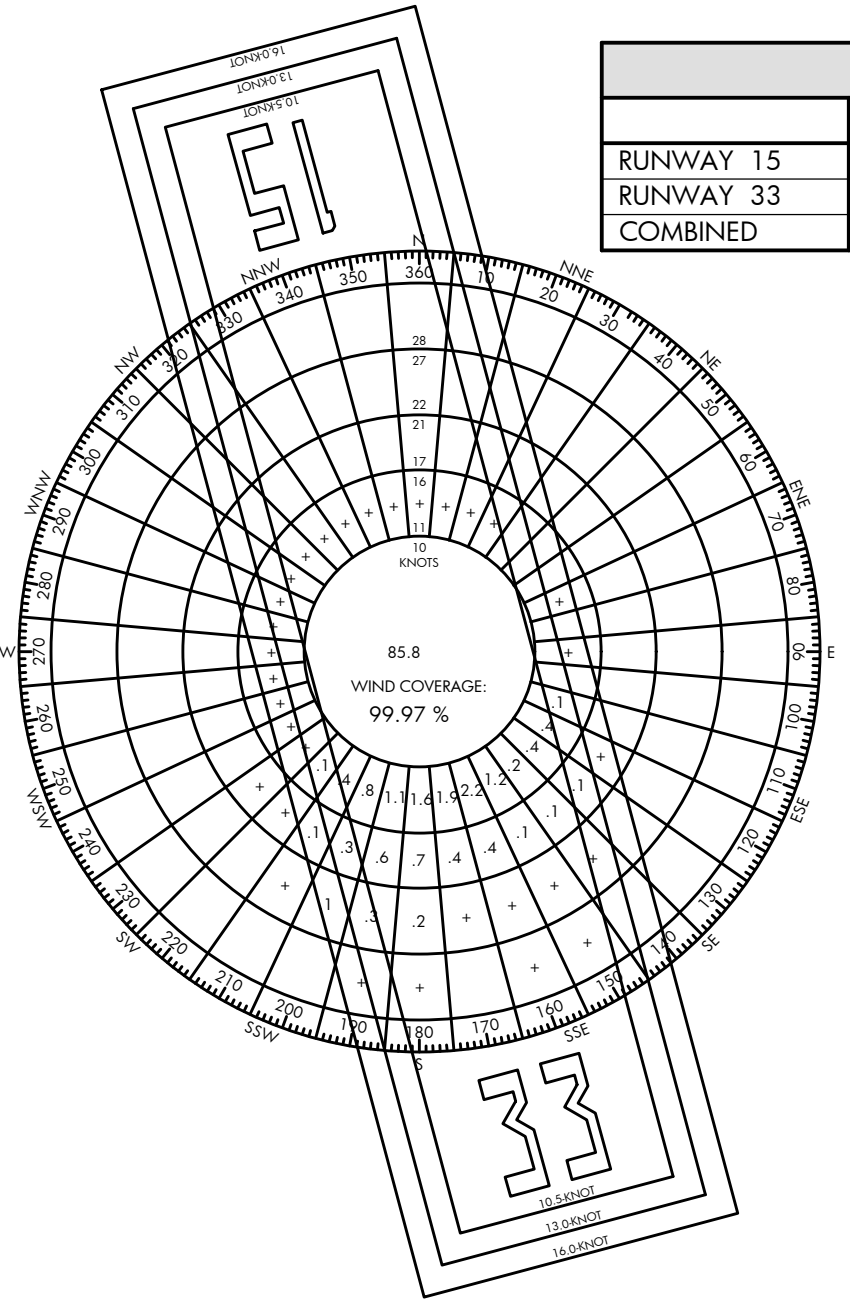
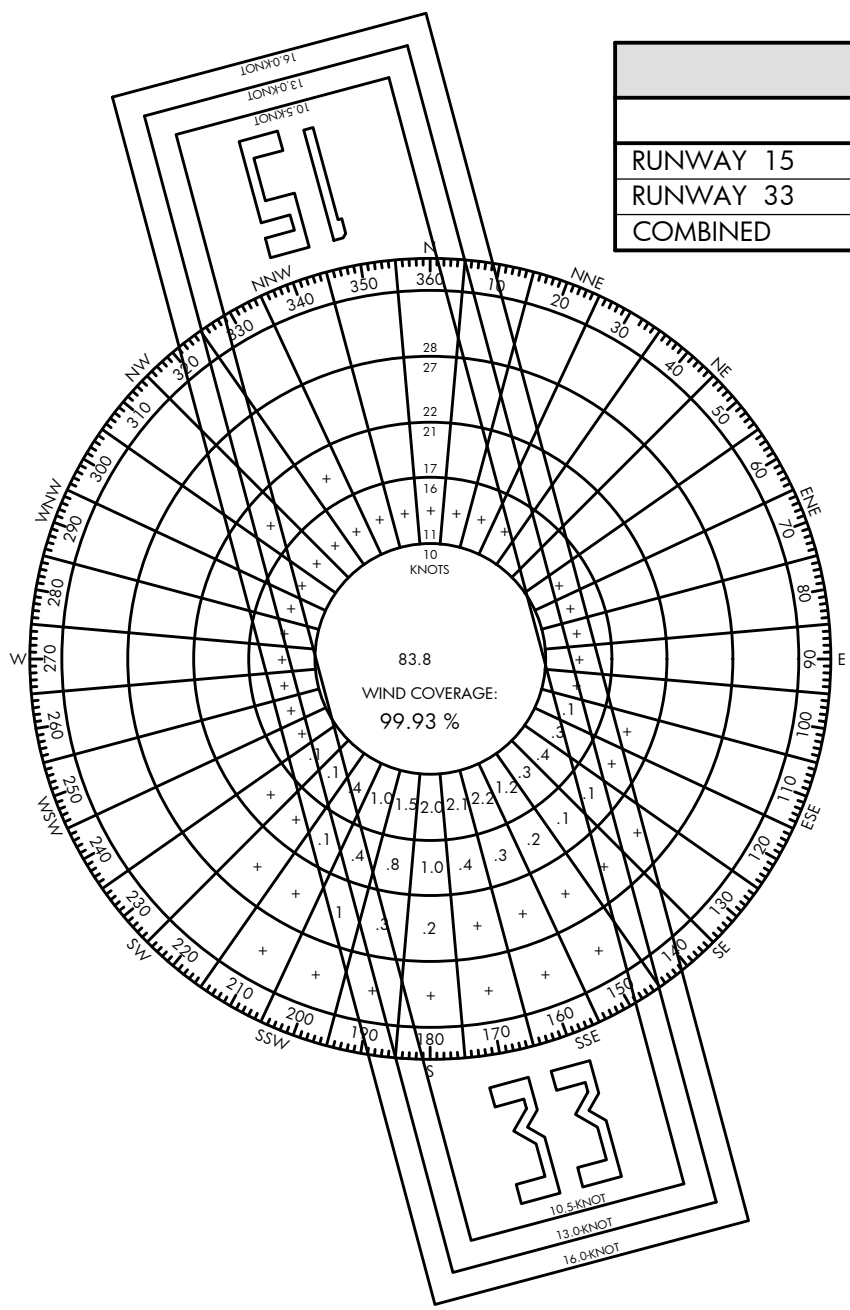
TAXIWAY DATA TABLE				
TAXIWAY ID	EXISTING		FUTURE	
	ALPHA	BRAVO	ALPHA	ALPHA 1,2,3
WIDTH	25'	SAME	SAME	SAME
SAFETY AREA WIDTH (TSA)	49'	SAME	SAME	SAME
OBJECT FREE AREA WIDTH (TOFA)	89'	SAME	SAME	SAME
TAXIWAY EDGE SAFETY MARGIN (TESM)	5'	SAME	SAME	SAME
TAXIWAY SHOULDER WIDTH	10'	SAME	SAME	SAME
SEPARATION DISTANCE (CENTERLINE TO FIXED/MOVEABLE OBJECT)	44.5'	SAME	SAME	SAME
OBJECTS WITHIN TAXIWAY SAFETY AREA	N/A	SAME	SAME	SAME
LIGHTING	REFLECTORS	SAME	SAME	SAME
TAXIWAY WIDTH	25'	SAME	SAME	SAME
TAXIWAY OBJECT FREE AREA	79'	SAME	SAME	SAME

RUNWAY END DATA								
	RUNWAY 15L/33R			RUNWAY 15R/33L			RUNWAY 15/33	
	EXISTING		FUTURE	EXISTING		FUTURE	FUTURE	
RUNWAY IDENTIFIER	15L	33R	15L/33R	15R	33L	15L/33R	15	33
RUNWAY END ELEVATIONS	15.30'	22.57'	N/A	15.38'	22.35'	N/A	20.00'	27.34'
RUNWAY END COORDINATES (NAD83)	LAT: 47°54'29.98" N LON: 122°06'13.19" W	LAT: 47°54'04.51" N LON: 122°06'03.07" W	N/A	LAT: 47°54'29.41" N LON: 122°06'16.41" W	LAT: 47°54'06.24" N LON: 122°06'07.21" W	N/A	LAT: 47°54'24.76" N LON: 122°06'13.39" W	LAT: 47°54'01.88" N LON: 122°06'04.30" W
DISPLACED THRESHOLD ELEVATION	16.75'	21.45'	N/A	N/A	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD COORDINATES	LAT: 47°54'25.68" N LON: 122°06'03.98" W	LAT: 47°54'06.81" N LON: 122°06'16.41" W	N/A	N/A	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD DISTANCE	452'	242'	N/A	N/A	N/A	N/A	N/A	N/A

ALL WEATHER			
	10.5 KNOTS	13.0 KNOTS	16.0 KNOTS
RUNWAY 15	66.91%	67.81%	68.10%
RUNWAY 33	48.81%	48.83%	48.85%
COMBINED	98.70%	99.62%	99.93%

IFR			
	10.5 KNOTS	13.0 KNOTS	16.0 KNOTS
RUNWAY 15	67.15%	67.95%	68.17%
RUNWAY 33	50.41%	50.44%	50.46%
COMBINED	98.90%	99.72%	99.97%

VFR			
	10.5 KNOTS	13.0 KNOTS	16.0 KNOTS
RUNWAY 15	67.10%	68.03%	68.35%
RUNWAY 33	47.91%	47.93%	47.94%
COMBINED	98.64%	99.59%	99.92%



- | NOTES AND SOURCES |   |
|-------------------|---|
| 1.                | WIND DATA - NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, STATION 72793, SNOHOMISH COUNTY AIRPORT PAINE FIELD, WA, PERIOD RECORD 2008-2017 |
| 2.                | MAGNETIC VARIATION - NATIONAL CENTER FOR ENVIRONMENTAL INFORMATION (NCEI), 9/2017   |
| 3.                | ALL HORIZONTAL COORDINATES - NAD 83 / 2011<br>ALL VERTICAL COORDINATES - NAVD88   |
| 4.                | RUNWAYS MEET LINE OF SIGHT REQUIREMENTS   |

L:\S43\AEP-2017\PLANS

02-543-AEP-DWG.dwg  
Mar 09, 2021 - 13:37pm  
Shanorris



HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	

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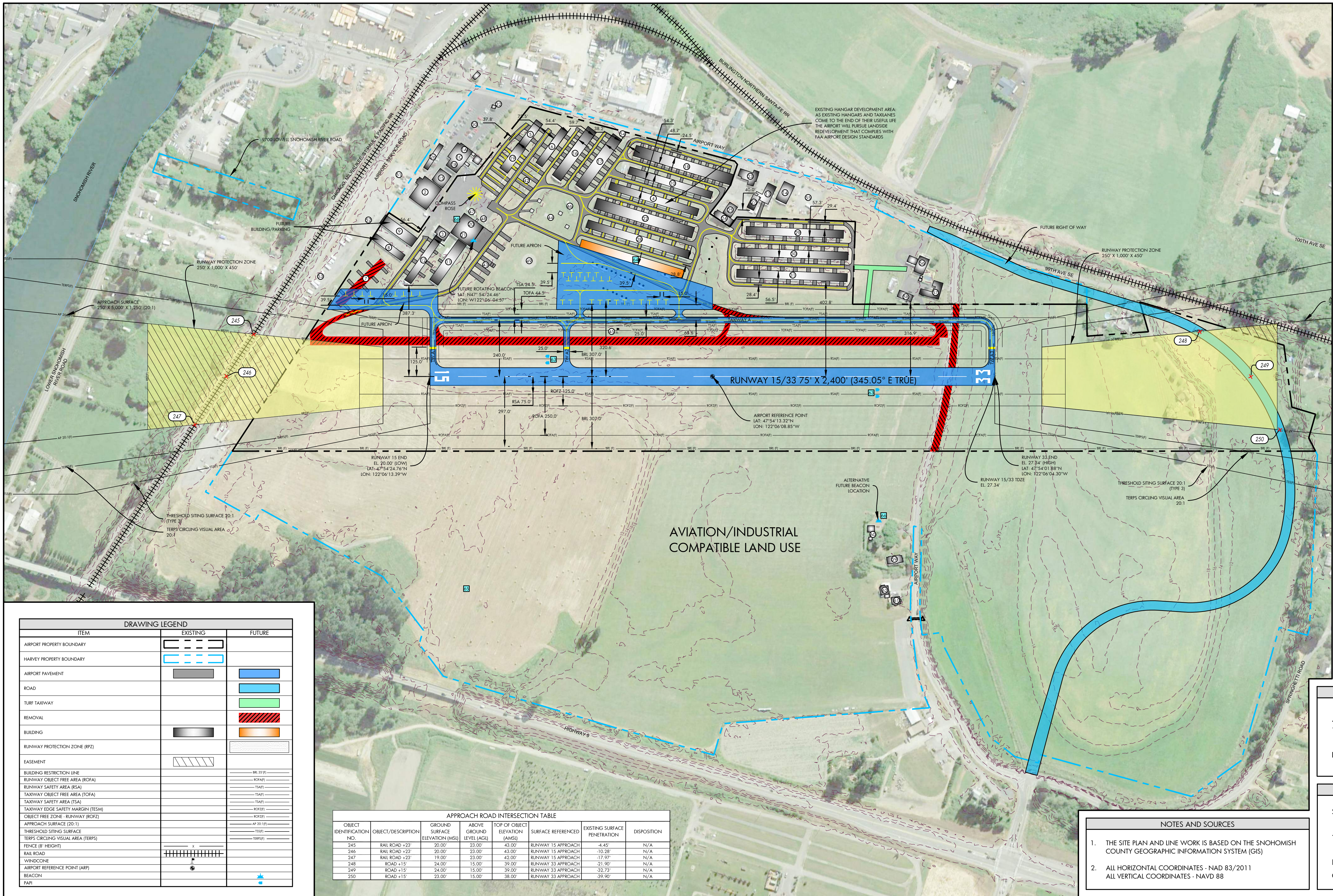
AIRPORT  
LAYOUT PLAN

DATA SHEET

AIP PROJ. NO. 3-53-0070-003-2014  
JVIATION PROJ. NO. 2014.543.01  
DATE: SEPTEMBER 2018

SHEET NO.  
02 of 20

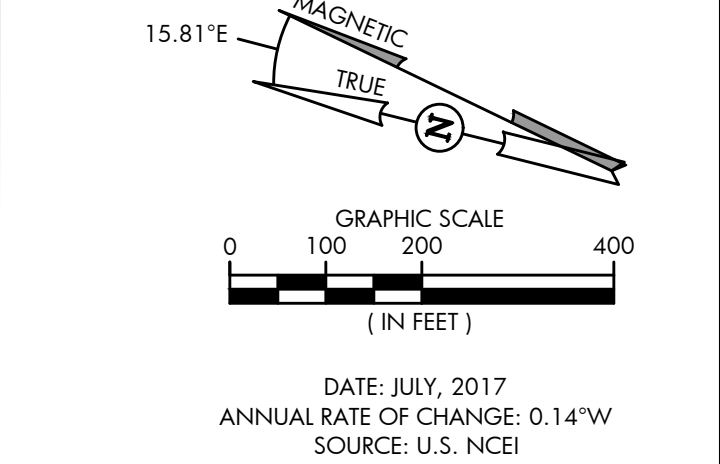




FACILITY LIST		
EXISTING ID	ITEM	FUTURE ID
01	RESTAURANT	
02	AIRPORT OFFICE	
03	FLIGHT SCHOOL	
04	AIRPORT OPERATIONS MAINTENANCE BASE 2, PARACHUTE RESCUE CENTER, CONSTRUCTION COMPANY OFFICES, COMMON HANGAR & STUDENT DORMS (3 UNITS SINGLE OCCUPANCY)	
05	SKYDIVING SCHOOL	
06	THANGAR	
07	THANGAR	
08	THANGAR	
09	THANGAR	
10	RV STORAGE - 13 UNITS (TO BE REMOVED)	
11	SHADE HANGAR (TO BE REMOVED)	
12	THANGAR & UPHOLSTERY SHOP	
13	SHADE HANGAR	
14	SKYDIVING SCHOOL ANNEX, THANGAR & EXPERIMENTAL AIRCRAFT ASSOCIATION	
15	BADGETT AIRCRAFT RESTORATION, SNS INDUSTRIES & MACHINE SHOP	
16	WELDING SHOP	
17	PUBLIC EVENT FACILITY	
18	SHADE HANGAR	
19	SHADE HANGAR	
20	SHADE HANGAR	
21	FBO AIRCRAFT MAINTENANCE FACILITY	
22	FBO AIRCRAFT MAINTENANCE FACILITY	
23	SHADE HANGAR	
24	INSURANCE BROKER, IT AND COMPUTER NETWORK SERVICES & STUDENT DORMS (3 UNITS DOUBLE OCCUPANCY)	
25	EQUIPMENT STORAGE - BARN	
26	RECORDS STORAGE - BARN ANNEX	
27	STUDENT DORMS (5 UNITS DOUBLE OCCUPANCY)	
28	AIRPORT OPERATIONS MAINTENANCE BASE 1	
29	THANGAR	
30	THANGAR	
31	THANGAR	
32	ESPRESSO COFFEE SHOP	
33	NUMBER RESERVED FOR FACILITY ADDS	
34	NUMBER RESERVED FOR FACILITY ADDS	
35	NUMBER RESERVED FOR FACILITY ADDS	
36	NUMBER RESERVED FOR FACILITY ADDS	
37	NUMBER RESERVED FOR FACILITY ADDS	
38	NUMBER RESERVED FOR FACILITY ADDS	
39	TAXIWAY BRAVO NORTHEAST TIE DOWN	
40	TAXIWAY BRAVO SOUTHWEST TIE DOWN	
41	HELIPADS	
42	WIND CONE/SOCK	
43	SELF-SERVE JET FUEL	
44	SELF-SERVE AVGAS	
45	LINE SERVICE OFFICE-FUEL TRUCKS	
46	SKYDIVING DROPZONE	
47	PUBLIC PARKING (MAIN ENTRY)	
48	EMPLOYEE PARKING	
49	SKYDIVING CENTER PARKING	
50	RV PARKING	
51	PUBLIC PARKING	
52	PUBLIC PARKING	
53	RESIDENCE 10424 AIRPORT WAY	53
54	RESIDENCE 10508 AIRPORT WAY	54
55	RESIDENCE 10420 AIRPORT WAY	55
56	RESIDENCE 10520 AIRPORT WAY	56
57	OUTBUILDING 10520 AIRPORT WAY	57
58	RESIDENCE 10530 AIRPORT WAY	58
59	OUTBUILDING 10530 AIRPORT WAY	59
60	PAFI	60
61	THANGARS	61
62	HELIPORT OFFICE	62
63	BEACON	63

DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY	[Symbol]	[Symbol]
HARVEY PROPERTY BOUNDARY	[Symbol]	[Symbol]
AIRPORT PAVEMENT	[Symbol]	[Symbol]
ROAD	[Symbol]	[Symbol]
TURF TAXIWAY	[Symbol]	[Symbol]
REMOVAL	[Symbol]	[Symbol]
BUILDING	[Symbol]	[Symbol]
RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	[Symbol]
EASEMENT	[Symbol]	[Symbol]
BUILDING RESTRICTION LINE	[Symbol]	[Symbol]
RUNWAY OBJECT FREE AREA (ROFA)	[Symbol]	[Symbol]
RUNWAY SAFETY AREA (RSA)	[Symbol]	[Symbol]
TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	[Symbol]
TAXIWAY SAFETY AREA (TSA)	[Symbol]	[Symbol]
TAXIWAY EDGE SAFETY MARGIN (TESM)	[Symbol]	[Symbol]
OBJECT FREE ZONE - RUNWAY (OFZ)	[Symbol]	[Symbol]
APPROACH SURFACE (20:1)	[Symbol]	[Symbol]
THRESHOLD SITING SURFACE	[Symbol]	[Symbol]
TERPS CIRCLING VISUAL AREA (TERPS)	[Symbol]	[Symbol]
FENCE (8' HEIGHT)	[Symbol]	[Symbol]
RAIL ROAD	[Symbol]	[Symbol]
WIND CONE	[Symbol]	[Symbol]
AIRPORT REFERENCE POINT (ARP)	[Symbol]	[Symbol]
BEACON	[Symbol]	[Symbol]
PAFI	[Symbol]	[Symbol]

APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
245	RAIL ROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15 APPROACH	-4.45'	N/A
246	RAIL ROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15 APPROACH	-10.28'	N/A
247	RAIL ROAD +23'	19.00'	23.00'	42.00'	RUNWAY 15 APPROACH	-19.99'	N/A
248	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 33 APPROACH	-21.90'	N/A
249	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 33 APPROACH	-32.73'	N/A
250	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 33 APPROACH	-39.90'	N/A



SPONSOR APPROVAL

ACCEPTED: HARVEY FIELD AIRPORT

DATED: \_\_\_\_\_

FAA APPROVAL

SUBJECT TO LETTER DATED: \_\_\_\_\_

FEDERAL AVIATION ADMINISTRATION

DATED: \_\_\_\_\_

CASE NO: \_\_\_\_\_

NOTES AND SOURCES

- THE SITE PLAN AND LINE WORK IS BASED ON THE SNOHOMISH COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS)
- ALL HORIZONTAL COORDINATES - NAD 83/2011  
ALL VERTICAL COORDINATES - NAVD 88



DES: R.L.B.		ISSUE RECORD	
NO.	BY	DATE	DESCRIPTION

CH: S.V.B.

APP: M.C.L.

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AIRPORT LAYOUT PLAN

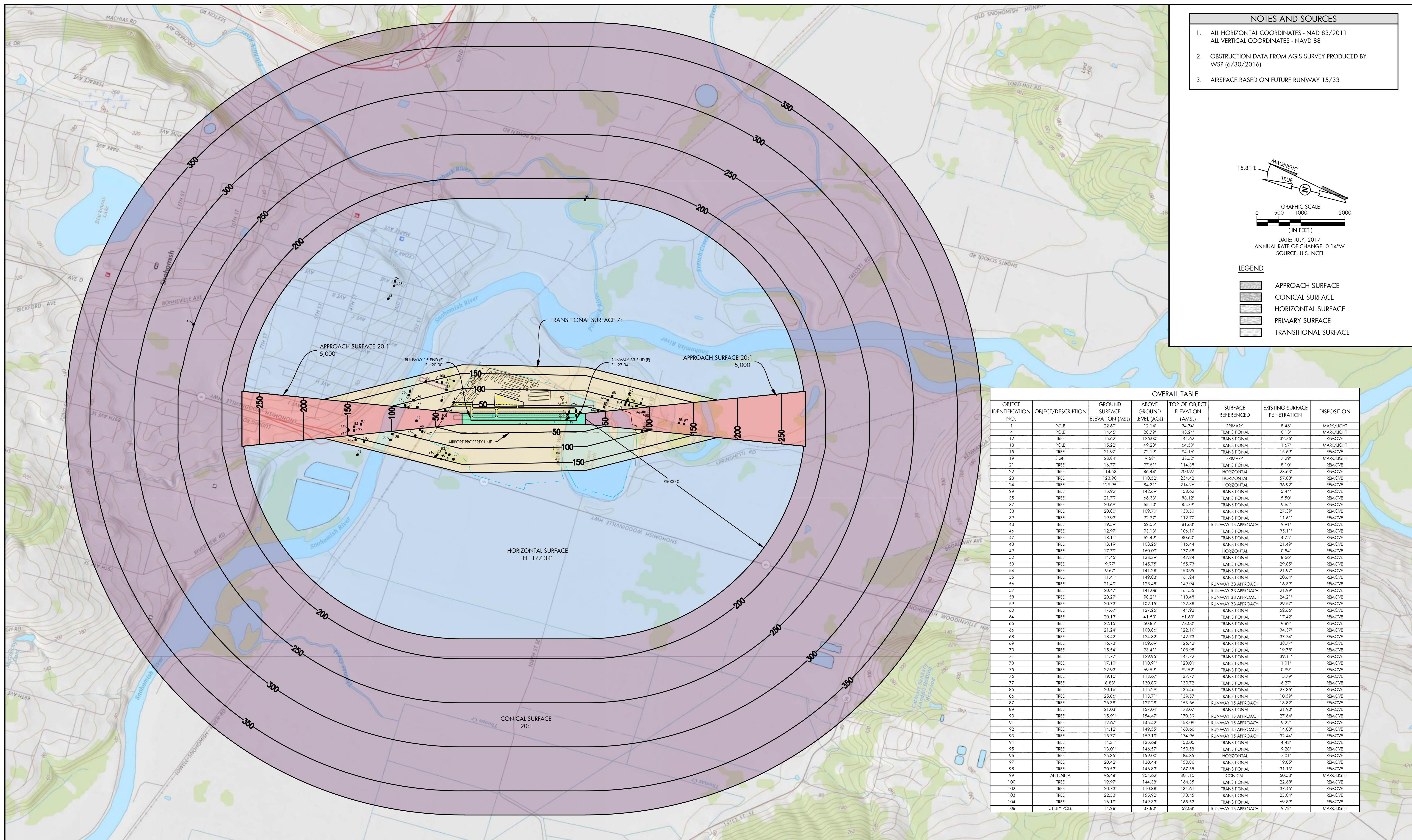
AIRPORT LAYOUT PLAN - FUTURE

AIP PROJ. NO. 3-53-0070-003-2014

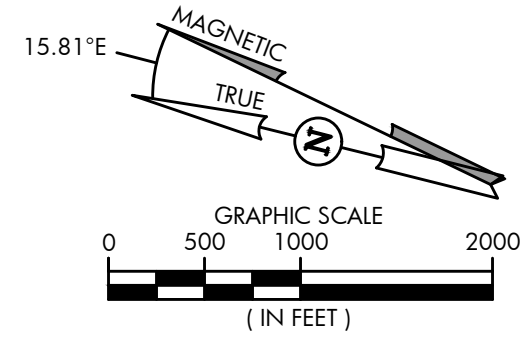
JVIAATION PROJ. NO. 2014.S43.01

DATE: SEPTEMBER 2018

SHEET NO. 04 of 20



- NOTES AND SOURCES**
1. ALL HORIZONTAL COORDINATES - NAD 83/2011  
ALL VERTICAL COORDINATES - NAVD 88
  2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
  3. AIRSPACE BASED ON FUTURE RUNWAY 15/33



DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

- LEGEND**
- APPROACH SURFACE
  - CONICAL SURFACE
  - HORIZONTAL SURFACE
  - PRIMARY SURFACE
  - TRANSITIONAL SURFACE

OVERALL TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
1	POLE	22.60'	12.14'	34.74'	PRIMARY	8.46'	MARK/LIGHT
4	POLE	14.45'	28.79'	43.24'	TRANSITIONAL	0.13'	MARK/LIGHT
12	TREE	15.62'	126.00'	141.62'	TRANSITIONAL	32.76'	REMOVE
13	POLE	15.22'	49.28'	64.50'	TRANSITIONAL	1.67'	MARK/LIGHT
15	TREE	21.97'	72.19'	94.16'	TRANSITIONAL	15.69'	REMOVE
19	SIGN	23.84'	9.68'	33.52'	PRIMARY	7.29'	MARK/LIGHT
21	TREE	16.77'	97.61'	114.38'	TRANSITIONAL	8.10'	REMOVE
22	TREE	114.53'	86.44'	200.97'	HORIZONTAL	23.63'	REMOVE
23	TREE	123.90'	110.52'	234.42'	HORIZONTAL	57.08'	REMOVE
24	TREE	129.95'	84.31'	214.26'	HORIZONTAL	36.92'	REMOVE
29	TREE	15.92'	142.89'	158.82'	TRANSITIONAL	5.44'	REMOVE
35	TREE	21.79'	65.53'	88.72'	TRANSITIONAL	5.50'	REMOVE
37	TREE	20.69'	65.10'	85.79'	TRANSITIONAL	9.65'	REMOVE
38	TREE	20.80'	109.70'	130.50'	TRANSITIONAL	27.39'	REMOVE
39	TREE	19.93'	92.77'	112.70'	TRANSITIONAL	11.61'	REMOVE
43	TREE	19.59'	62.05'	81.63'	RUNWAY 15 APPROACH	9.91'	REMOVE
46	TREE	12.97'	93.13'	106.10'	TRANSITIONAL	35.11'	REMOVE
47	TREE	18.11'	62.40'	80.50'	TRANSITIONAL	4.75'	REMOVE
48	TREE	13.19'	103.55'	116.74'	TRANSITIONAL	21.49'	REMOVE
49	TREE	17.79'	160.09'	177.88'	HORIZONTAL	0.54'	REMOVE
52	TREE	14.45'	133.39'	147.84'	TRANSITIONAL	8.66'	REMOVE
53	TREE	9.97'	145.75'	155.73'	TRANSITIONAL	29.85'	REMOVE
54	TREE	9.67'	141.28'	150.95'	TRANSITIONAL	21.97'	REMOVE
55	TREE	11.41'	149.83'	161.24'	TRANSITIONAL	20.64'	REMOVE
56	TREE	21.49'	128.45'	149.94'	RUNWAY 33 APPROACH	16.39'	REMOVE
57	TREE	20.49'	141.38'	161.85'	RUNWAY 33 APPROACH	21.99'	REMOVE
58	TREE	20.27'	98.21'	118.48'	RUNWAY 33 APPROACH	24.21'	REMOVE
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33 APPROACH	29.57'	REMOVE
60	TREE	17.67'	127.25'	144.92'	TRANSITIONAL	52.66'	REMOVE
64	TREE	20.13'	41.50'	61.63'	TRANSITIONAL	17.42'	REMOVE
65	TREE	22.15'	50.85'	73.00'	TRANSITIONAL	9.82'	REMOVE
66	TREE	21.24'	100.84'	122.10'	TRANSITIONAL	34.37'	REMOVE
68	TREE	18.49'	124.32'	142.73'	TRANSITIONAL	37.24'	REMOVE
69	TREE	16.73'	109.69'	126.42'	TRANSITIONAL	38.77'	REMOVE
70	TREE	15.54'	93.41'	108.95'	TRANSITIONAL	19.78'	REMOVE
71	TREE	14.77'	129.95'	144.72'	TRANSITIONAL	39.11'	REMOVE
73	TREE	17.10'	110.91'	128.01'	TRANSITIONAL	1.01'	REMOVE
75	TREE	22.93'	69.59'	92.52'	TRANSITIONAL	0.99'	REMOVE
76	TREE	19.10'	118.67'	137.77'	TRANSITIONAL	15.79'	REMOVE
77	TREE	8.83'	130.89'	139.72'	TRANSITIONAL	6.27'	REMOVE
85	TREE	20.16'	115.29'	135.46'	TRANSITIONAL	27.36'	REMOVE
86	TREE	25.86'	113.71'	139.57'	TRANSITIONAL	10.59'	REMOVE
87	TREE	26.38'	127.28'	153.66'	RUNWAY 15 APPROACH	18.82'	REMOVE
89	TREE	21.03'	157.04'	178.07'	TRANSITIONAL	21.90'	REMOVE
90	TREE	15.91'	154.47'	170.39'	RUNWAY 15 APPROACH	27.64'	REMOVE
91	TREE	12.67'	145.42'	158.09'	RUNWAY 15 APPROACH	9.22'	REMOVE
92	TREE	14.72'	149.55'	164.27'	RUNWAY 15 APPROACH	14.00'	REMOVE
93	TREE	15.77'	159.19'	174.96'	RUNWAY 15 APPROACH	32.44'	REMOVE
94	TREE	14.31'	135.68'	150.00'	TRANSITIONAL	4.43'	REMOVE
95	TREE	13.01'	146.57'	159.58'	TRANSITIONAL	9.28'	REMOVE
96	TREE	25.35'	159.00'	184.35'	HORIZONTAL	7.01'	REMOVE
97	TREE	20.42'	130.44'	150.86'	TRANSITIONAL	19.05'	REMOVE
99	TREE	20.52'	146.83'	167.35'	TRANSITIONAL	31.13'	REMOVE
100	ANTENNA	96.48'	204.62'	301.10'	CONICAL	50.53'	MARK/LIGHT
101	TREE	19.97'	144.38'	164.35'	TRANSITIONAL	22.68'	REMOVE
102	TREE	20.73'	110.88'	131.61'	TRANSITIONAL	37.45'	REMOVE
103	TREE	22.53'	155.92'	178.45'	TRANSITIONAL	23.04'	REMOVE
104	TREE	16.19'	149.33'	165.52'	TRANSITIONAL	69.89'	REMOVE
108	UTILITY POLE	14.28'	37.80'	52.08'	RUNWAY 15 APPROACH	9.78'	MARK/LIGHT

L:\S43\AIP-2017\PLANS



HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

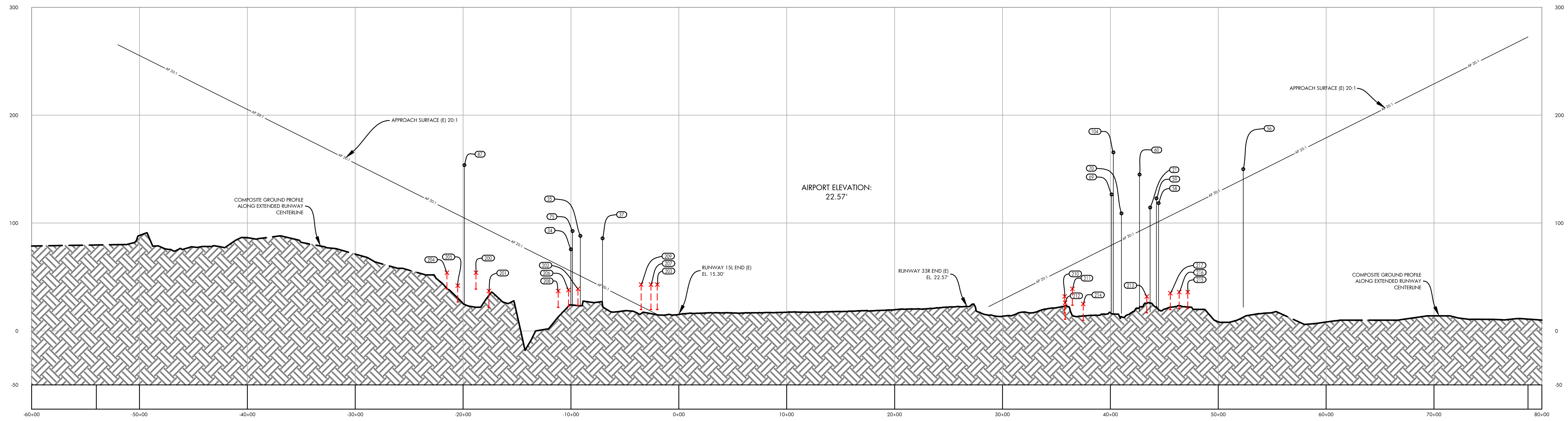
ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	

AIRPORT  
LAYOUT PLAN

**AIRPORT AIRSPACE DRAWING**

AIP PROJ. NO. 3-53-0070-003-2014  
JVIATION PROJ. NO. 2014.S43.01  
DATE: SEPTEMBER 2018

SHEET NO.  
05 of 20



RUNWAY 15L/33R PROFILE

PROFILE  
HORIZ: 1" = 500'  
VERT: 1" = 50'

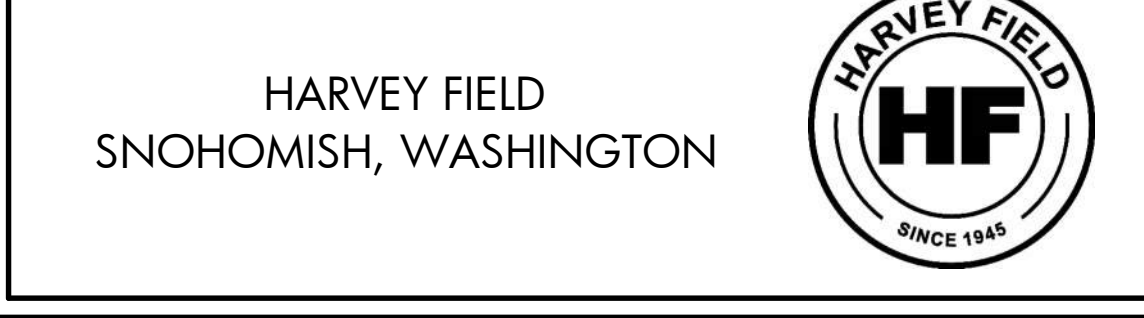
RUNWAY 15L/33R APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
21	TREE	16.77'	97.61'	114.38'	RUNWAY 33R APPROACH	16.95'	REMOVE
34	TREE	22.75'	52.85'	75.60'	RUNWAY 15L APPROACH	20.25'	REMOVE
35	TREE	21.79'	66.33'	88.12'	RUNWAY 15L APPROACH	37.15'	REMOVE
37	TREE	20.69'	65.10'	85.79'	RUNWAY 15L APPROACH	45.11'	REMOVE
56	TREE	21.49'	128.45'	149.94'	RUNWAY 33R APPROACH	9.36'	REMOVE
57	TREE	20.47'	141.08'	161.55'	RUNWAY 33R APPROACH	14.95'	REMOVE
58	TREE	20.27'	98.21'	118.48'	RUNWAY 33R APPROACH	17.17'	REMOVE
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33R APPROACH	22.53'	REMOVE
60	TREE	17.67'	127.25'	144.92'	RUNWAY 33R APPROACH	52.41'	REMOVE
69	TREE	16.73'	109.69'	126.42'	RUNWAY 33R APPROACH	46.87'	REMOVE
70	TREE	15.54'	93.41'	108.95'	RUNWAY 33R APPROACH	24.84'	REMOVE
75	TREE	22.93'	69.59'	92.52'	RUNWAY 15L APPROACH	37.91'	REMOVE
87	TREE	26.38'	127.28'	153.66'	RUNWAY 15L APPROACH	48.94'	REMOVE
104	TREE	16.19'	149.33'	165.52'	RUNWAY 33R APPROACH	85.17'	REMOVE

RUNWAY 15L/33R APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
200	ROAD +15'	39.00'	15.00'	54.00'	RUNWAY 15L APPROACH	-45.36'	N/A
201	ROAD +15'	22.00'	15.00'	37.00'	RUNWAY 15L APPROACH	-56.36'	N/A
202	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15L APPROACH	-13.06'	N/A
203	RAIL ROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15L APPROACH	27.70'	MARK/LIGHT
204	ROAD +15'	39.00'	15.00'	54.00'	RUNWAY 15L APPROACH	-58.80'	N/A
205	ROAD +15'	27.00'	15.00'	42.00'	RUNWAY 15L APPROACH	-65.80'	N/A
206	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15L APPROACH	-18.46'	N/A
207	RAIL ROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15L APPROACH	24.75'	MARK/LIGHT
208	ROAD +15'	22.00'	15.00'	37.00'	RUNWAY 15L APPROACH	-24.22'	N/A
209	RAIL ROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15L APPROACH	20.21'	MARK/LIGHT
210	ROAD +15'	17.00'	15.00'	32.00'	RUNWAY 33R APPROACH	-25.77'	N/A
211	RAIL ROAD +23'	16.00'	23.00'	39.00'	RUNWAY 33R APPROACH	-22.40'	N/A
212	ROAD +15'	11.00'	15.00'	26.00'	RUNWAY 33R APPROACH	-32.02'	N/A
213	RAIL ROAD +23'	9.00'	23.00'	32.00'	RUNWAY 33R APPROACH	-63.89'	N/A
214	ROAD +15'	10.00'	15.00'	25.00'	RUNWAY 33R APPROACH	-41.40'	N/A
215	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33R APPROACH	-78.89'	N/A
216	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33R APPROACH	-74.89'	N/A
217	ROAD +15'	20.00'	15.00'	35.00'	RUNWAY 33R APPROACH	-71.78'	N/A

**NOTES AND SOURCES**

- OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
- ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

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DES: R.L.B.	ISSUE RECORD			
DR: R.L.B.	NO.	BY	DATE	DESCRIPTION
CH: S.V.B.				
APP: M.C.L.				

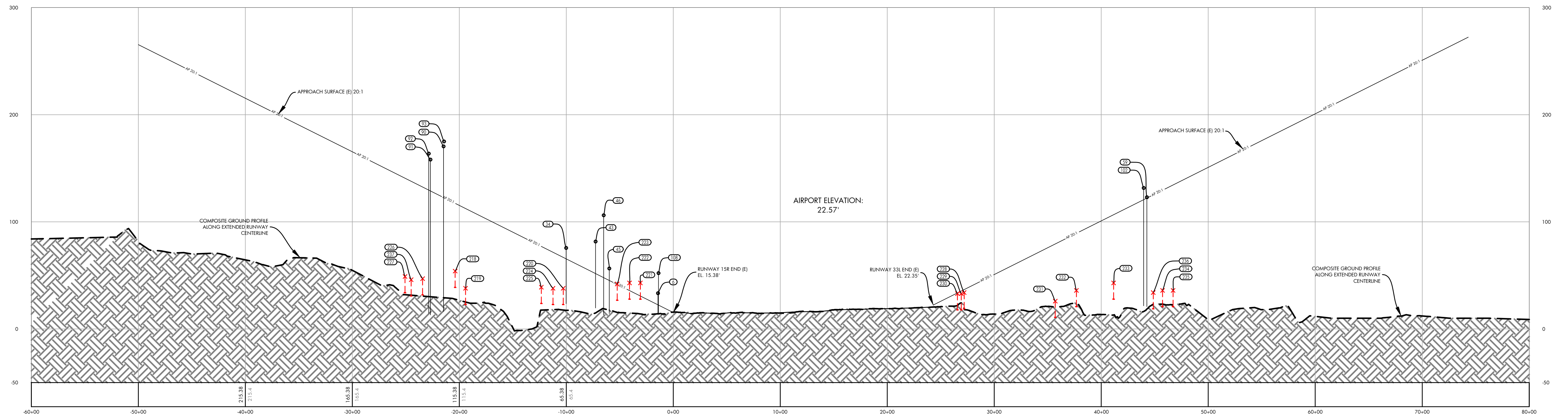
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT LAYOUT PLAN

**RUNWAY 15L/33R AIRPORT AIRSPACE PROFILE**

AIP PROJ. NO. 3-53-0070-003-2014	JVIATION PROJ. NO. 2014.S43.01	DATE: SEPTEMBER 2018
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SHEET NO.  
06 of 20



RUNWAY 15R/33L PROFILE

PROFILE  
HORIZ: 1" = 500'  
VERT: 1" = 50'

RUNWAY 15L/33R APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
21	TREE	16.77'	97.61'	114.38'	RUNWAY 33R APPROACH	14.95'	REMOVE
34	TREE	22.75'	52.65'	75.40'	RUNWAY 15L APPROACH	20.25'	REMOVE
35	TREE	21.79'	66.33'	88.12'	RUNWAY 15L APPROACH	37.15'	REMOVE
37	TREE	20.69'	65.10'	85.79'	RUNWAY 15L APPROACH	45.11'	REMOVE
56	TREE	21.49'	128.45'	149.94'	RUNWAY 33R APPROACH	9.36'	REMOVE
57	TREE	20.47'	141.08'	161.55'	RUNWAY 33R APPROACH	14.95'	REMOVE
58	TREE	20.27'	98.21'	118.48'	RUNWAY 33R APPROACH	17.17'	REMOVE
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33R APPROACH	22.53'	REMOVE
60	TREE	17.67'	127.25'	144.92'	RUNWAY 33R APPROACH	52.41'	REMOVE
69	TREE	16.73'	109.69'	126.42'	RUNWAY 33R APPROACH	46.87'	REMOVE
70	TREE	15.54'	93.41'	108.95'	RUNWAY 33R APPROACH	24.84'	REMOVE
104	TREE	16.19'	149.33'	165.52'	RUNWAY 33R APPROACH	85.17'	REMOVE

RUNWAY 15R/33L APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
218	ROAD +15'	39.00'	15.00'	54.00'	RUNWAY 15R APPROACH	-63.32'	N/A
219	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15R APPROACH	-74.46'	N/A
220	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15R APPROACH	-28.81'	N/A
221	RAILROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15R APPROACH	12.24'	MARK/LIGHT
222	RAILROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15R APPROACH	7.18'	MARK/LIGHT
223	RAILROAD +23'	19.00'	23.00'	42.00'	RUNWAY 15R APPROACH	0.42'	MARK/LIGHT
224	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15R APPROACH	-33.59'	N/A
225	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15R APPROACH	-38.03'	N/A
226	ROAD +15'	32.00'	15.00'	47.00'	RUNWAY 15R APPROACH	-85.52'	N/A
227	ROAD +15'	34.00'	15.00'	49.00'	RUNWAY 15R APPROACH	-91.75'	N/A
228	ROAD +15'	19.00'	15.00'	34.00'	RUNWAY 33L APPROACH	-2.78'	N/A
229	ROAD +15'	18.00'	15.00'	33.00'	RUNWAY 33L APPROACH	-2.40'	N/A
230	ROAD +15'	18.00'	15.00'	33.00'	RUNWAY 33L APPROACH	-0.64'	N/A
231	ROAD +15'	11.00'	15.00'	26.00'	RUNWAY 33L APPROACH	-53.34'	N/A
232	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33L APPROACH	-53.23'	N/A
233	RAILROAD +23'	20.00'	23.00'	43.00'	RUNWAY 33L APPROACH	-63.62'	N/A
234	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33L APPROACH	-93.50'	N/A
235	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33L APPROACH	-98.41'	N/A
236	ROAD +15'	19.00'	15.00'	34.00'	RUNWAY 33L APPROACH	-91.14'	N/A
237	ROAD +15'	31.00'	15.00'	46.00'	RUNWAY 15R APPROACH	-91.88'	N/A

NOTES AND SOURCES

1. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
2. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

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HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	

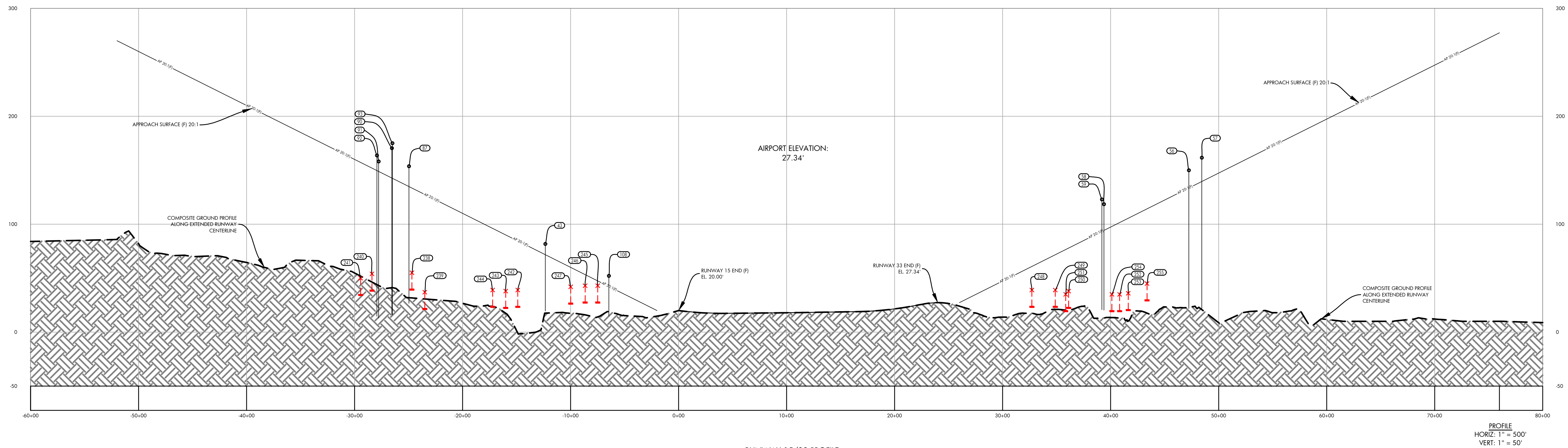
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT  
LAYOUT PLAN

RUNWAY 15R/33L AIRPORT  
AIRSPACE PROFILE

SHEET NO.  
07 of 20

AIP PROJ. NO. 3-53-0070-003-2014  
 JVIATION PROJ. NO. 2014.543.01  
 DATE: SEPTEMBER 2018



RUNWAY 15/33 PROFILE

RUNWAY 15/33 APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
43	TREE	19.55'	42.05'	81.63'	RUNWAY 15 APPROACH	9.91'	REMOVE
56	TREE	21.49'	128.45'	149.94'	RUNWAY 33 APPROACH	16.39'	REMOVE
57	TREE	20.47'	141.08'	161.55'	RUNWAY 33 APPROACH	21.99'	REMOVE
58	TREE	20.27'	98.21'	118.48'	RUNWAY 33 APPROACH	24.21'	REMOVE
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33 APPROACH	29.57'	REMOVE
87	TREE	26.38'	127.28'	153.66'	RUNWAY 15 APPROACH	18.82'	REMOVE
90	TREE	15.91'	154.47'	170.39'	RUNWAY 15 APPROACH	27.64'	REMOVE
91	TREE	17.57'	145.42'	158.09'	RUNWAY 15 APPROACH	9.22'	REMOVE
92	TREE	14.12'	149.55'	163.66'	RUNWAY 15 APPROACH	14.00'	REMOVE
93	TREE	15.77'	159.19'	174.96'	RUNWAY 15 APPROACH	32.44'	REMOVE
108	UTILITY POLE	14.28'	37.80'	52.08'	RUNWAY 15 APPROACH	9.78'	MARK/LIGHT

RUNWAY 15/33 APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
238	ROAD +15'	40.00'	15.00'	55.00'	RUNWAY 15 APPROACH	-78.46'	N/A
239	ROAD +15'	22.00'	15.00'	37.00'	RUNWAY 15 APPROACH	-90.49'	N/A
240	ROAD +15'	39.00'	15.00'	54.00'	RUNWAY 15 APPROACH	-97.96'	N/A
241	ROAD +15'	35.00'	15.00'	50.00'	RUNWAY 15 APPROACH	-107.22'	N/A
242	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15 APPROACH	-45.46'	N/A
243	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15 APPROACH	-52.06'	N/A
244	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15 APPROACH	-57.10'	N/A
245	RAIL ROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15 APPROACH	-4.45'	N/A
246	RAIL ROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15 APPROACH	-10.28'	N/A
247	RAIL ROAD +23'	19.00'	23.00'	42.00'	RUNWAY 15 APPROACH	-17.97'	N/A
248	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 33 APPROACH	-21.90'	N/A
249	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 33 APPROACH	-32.73'	N/A
250	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 33 APPROACH	-39.90'	N/A
251	ROAD +15'	20.00'	15.00'	35.00'	RUNWAY 33 APPROACH	-41.55'	N/A
252	ROAD +15'	20.00'	15.00'	35.00'	RUNWAY 33 APPROACH	-66.50'	N/A
253	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33 APPROACH	-69.52'	N/A
254	ROAD +15'	20.00'	15.00'	35.00'	RUNWAY 33 APPROACH	-62.93'	N/A
255	RAIL ROAD +23'	22.00'	23.00'	45.00'	RUNWAY 33 APPROACH	-69.20'	N/A

NOTES AND SOURCES

1. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
2. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

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 Mar 09, 2021 - 1:43pm  
 Stan Adams



HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	

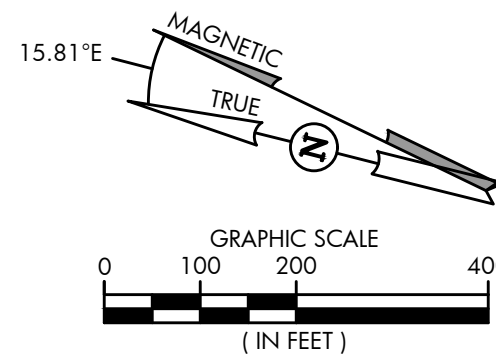
AIRPORT  
LAYOUT PLAN

RUNWAY 15/33 AIRPORT  
AIRSPACE PROFILE

SHEET NO.  
08 of 20

AIP PROJ. NO. 3-53-0070-003-2014	JVIATION PROJ. NO. 2014.543.01	DATE: SEPTEMBER 2018
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THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

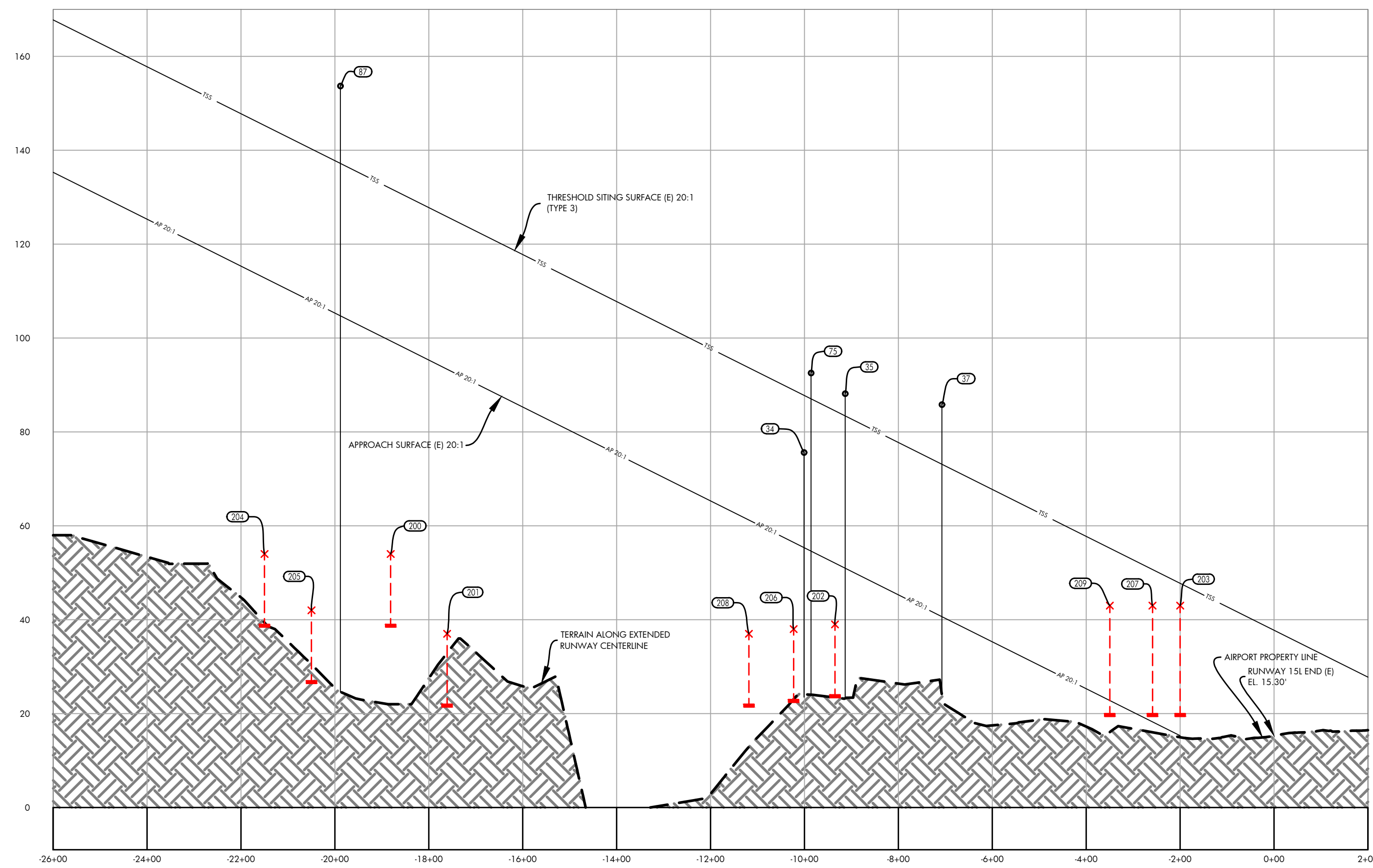
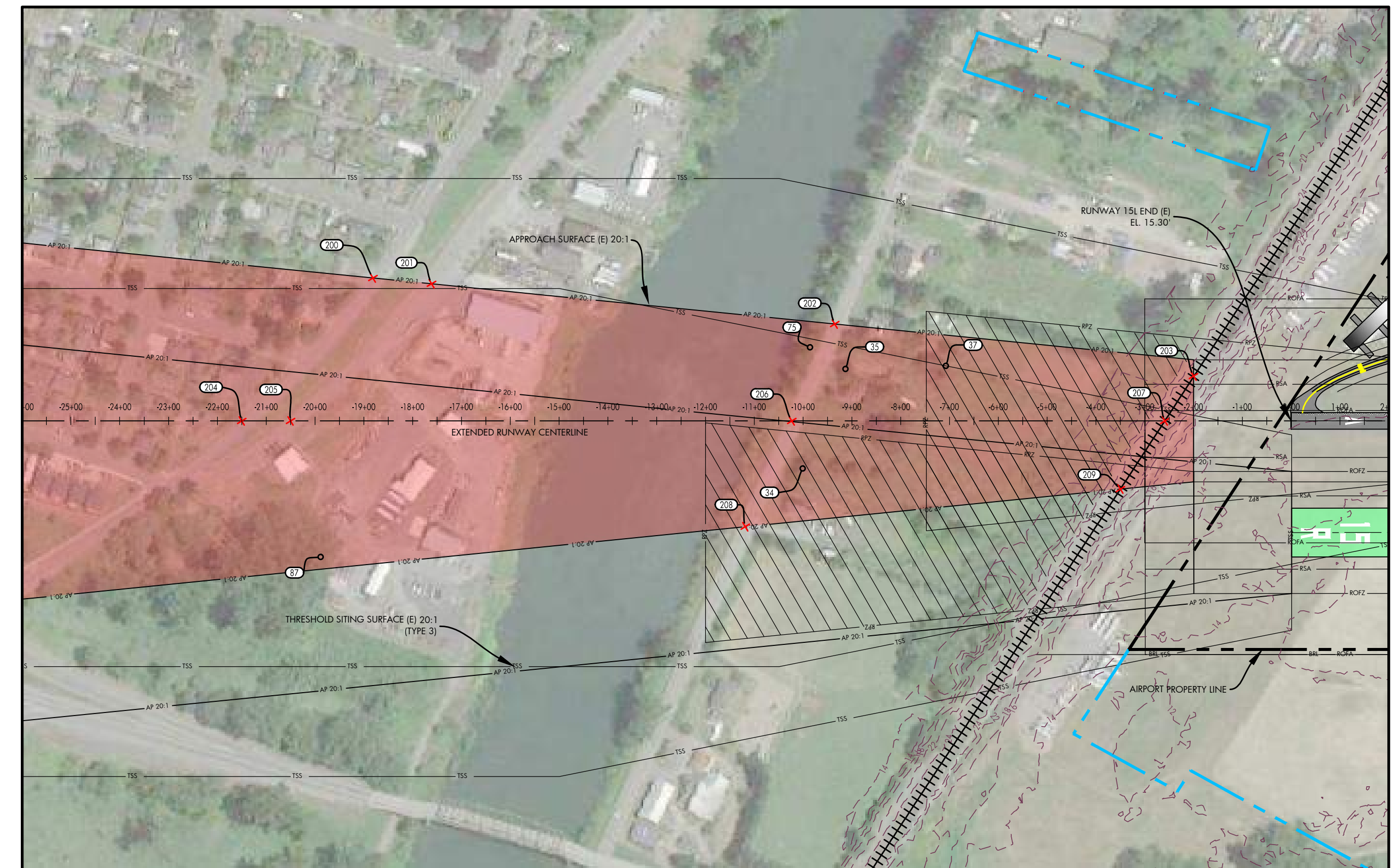


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 200'  
VERT: 1" = 20'

RUNWAY 15L INNER APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
34	TREE	22.75'	52.85'	75.60'	RUNWAY 15L APPROACH	20.25'	REMOVE
35	TREE	21.79'	66.33'	88.12'	RUNWAY 15L APPROACH	37.15'	REMOVE
37	TREE	20.69'	65.10'	85.79'	RUNWAY 15L APPROACH	45.11'	REMOVE
75	TREE	22.93'	69.59'	92.52'	RUNWAY 15L APPROACH	37.91'	REMOVE
87	TREE	26.38'	127.28'	153.66'	RUNWAY 15L APPROACH	48.94'	REMOVE

RUNWAY 15L INNER APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
200	ROAD+15'	39.00'	15.00'	54.00'	RUNWAY 15L APPROACH	-45.36'	N/A
201	ROAD+15'	22.00'	15.00'	37.00'	RUNWAY 15L APPROACH	-56.36'	N/A
202	ROAD+15'	24.00'	15.00'	39.00'	RUNWAY 15L APPROACH	-13.06'	N/A
203	RAILROAD+23'	20.00'	23.00'	43.00'	RUNWAY 15L APPROACH	27.70'	MARK/LIGHT
204	ROAD+15'	39.00'	15.00'	54.00'	RUNWAY 15L APPROACH	-58.80'	N/A
205	ROAD+15'	27.00'	15.00'	42.00'	RUNWAY 15L APPROACH	-65.80'	N/A
206	ROAD+15'	23.00'	15.00'	38.00'	RUNWAY 15L APPROACH	-18.46'	N/A
207	RAILROAD+23'	20.00'	23.00'	43.00'	RUNWAY 15L APPROACH	24.75'	MARK/LIGHT
208	ROAD+15'	22.00'	15.00'	37.00'	RUNWAY 15L APPROACH	-24.22'	N/A
209	RAILROAD+23'	20.00'	23.00'	43.00'	RUNWAY 15L APPROACH	20.21'	MARK/LIGHT



NOTES AND SOURCES

1. THE SITE PLAN AND LINE WORK IS BASED ON THE SNOHOMISH COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS)
2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

RUNWAY 15L INNER APPROACH SURFACE DRAWING

SHEET NO. 09 of 20

AIP PROJ. NO. 3-53-0070-003-2014

JVIATION PROJ. NO. 2014.543.01

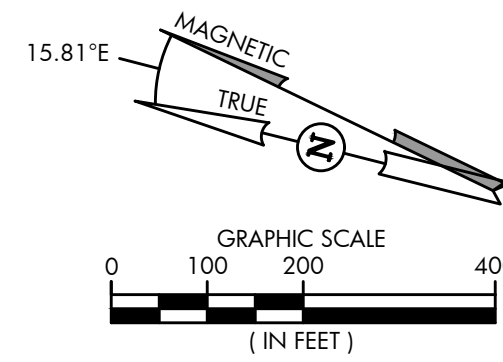
DATE: SEPTEMBER 2018



HARVEY FIELD SNOHOMISH, WASHINGTON



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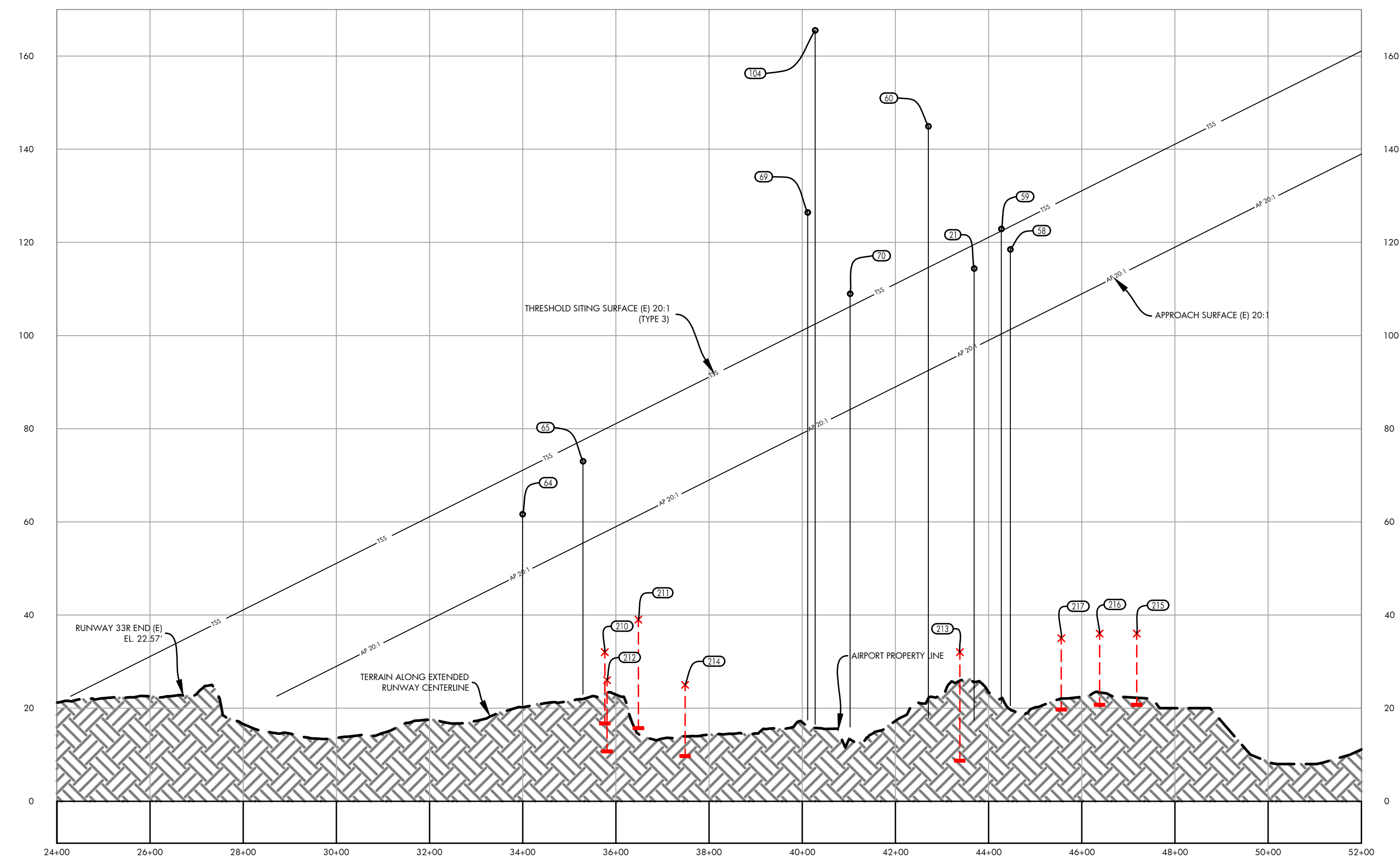
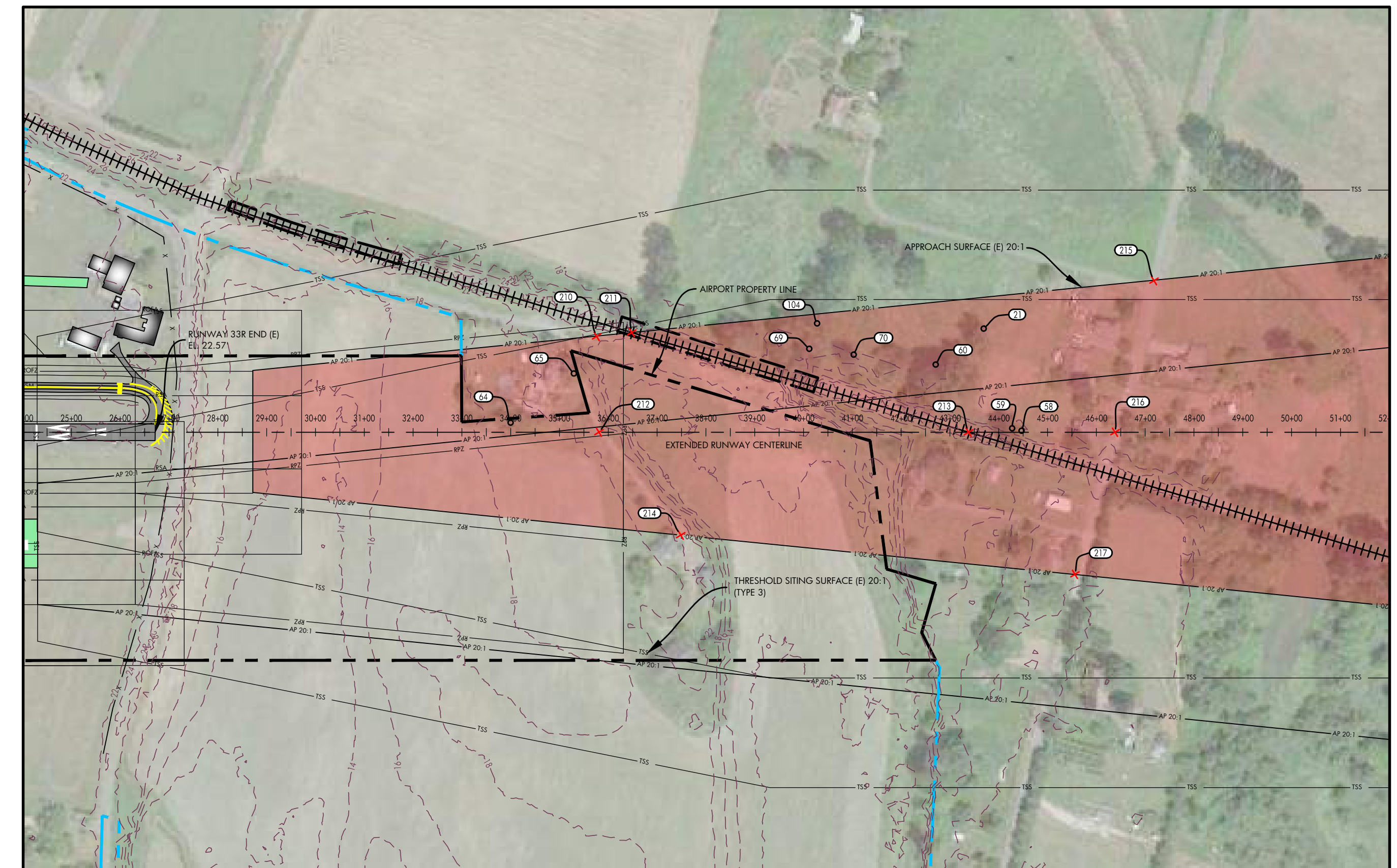


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 200'  
VERT: 1" = 20'

RUNWAY 33R INNER APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
21	TREE	16.77'	97.61'	114.38'	RUNWAY 33R APPROACH	16.95'	REMOVE
56	TREE	21.49'	128.45'	149.94'	RUNWAY 33R APPROACH	9.36'	REMOVE
57	TREE	20.47'	141.08'	161.55'	RUNWAY 33R APPROACH	14.95'	REMOVE
58	TREE	20.27'	98.21'	118.48'	RUNWAY 33R APPROACH	17.17'	REMOVE
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33R APPROACH	22.53'	REMOVE
60	TREE	17.67'	127.25'	144.92'	RUNWAY 33R APPROACH	52.41'	REMOVE
64	TREE	20.13'	41.50'	61.63'	RUNWAY 33R APPROACH	12.66'	REMOVE
65	TREE	22.15'	50.85'	73.00'	RUNWAY 33R APPROACH	17.55'	REMOVE
69	TREE	16.73'	109.69'	126.42'	RUNWAY 33R APPROACH	46.87'	REMOVE
70	TREE	15.54'	93.41'	108.95'	RUNWAY 33R APPROACH	24.84'	REMOVE
104	TREE	16.19'	149.33'	165.52'	RUNWAY 33R APPROACH	85.17'	REMOVE

RUNWAY 33R INNER APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
210	ROAD +15'	17.00'	15.00'	32.00'	RUNWAY 33R APPROACH	-25.77'	N/A
211	RAILROAD +23'	16.00'	23.00'	39.00'	RUNWAY 33R APPROACH	-22.40'	N/A
212	ROAD +15'	11.00'	15.00'	26.00'	RUNWAY 33R APPROACH	-32.02'	N/A
213	RAILROAD +23'	9.00'	23.00'	32.00'	RUNWAY 33R APPROACH	-63.89'	N/A
214	ROAD +15'	10.00'	15.00'	25.00'	RUNWAY 33R APPROACH	-41.40'	N/A
215	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33R APPROACH	-78.89'	N/A
216	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33R APPROACH	-74.89'	N/A
217	ROAD +15'	20.00'	15.00'	35.00'	RUNWAY 33R APPROACH	-71.78'	N/A



NOTES AND SOURCES

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3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

RUNWAY 33R INNER APPROACH SURFACE DRAWING

SHEET NO. 10 of 20

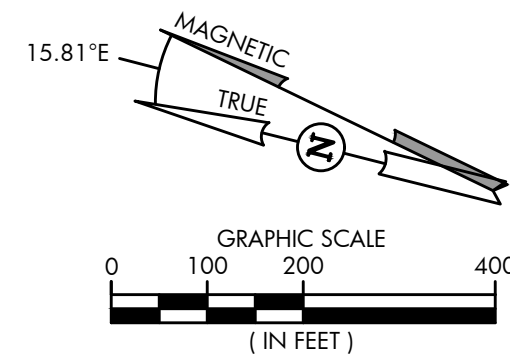
AIP PROJ. NO. 3-53-0070-003-2014  
JVIATION PROJ. NO. 2014.543.01  
DATE: SEPTEMBER 2018



HARVEY FIELD SNOHOMISH, WASHINGTON



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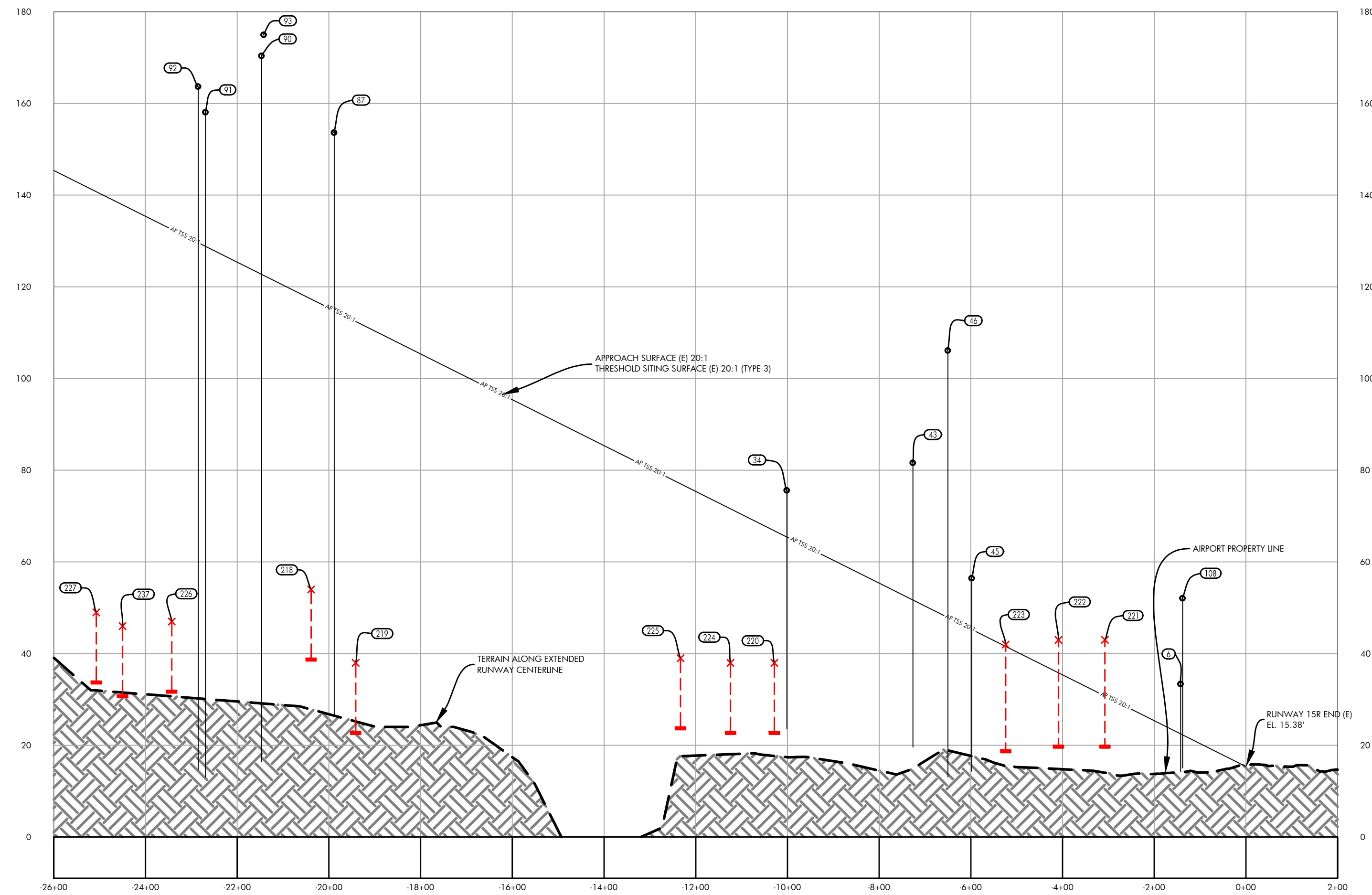
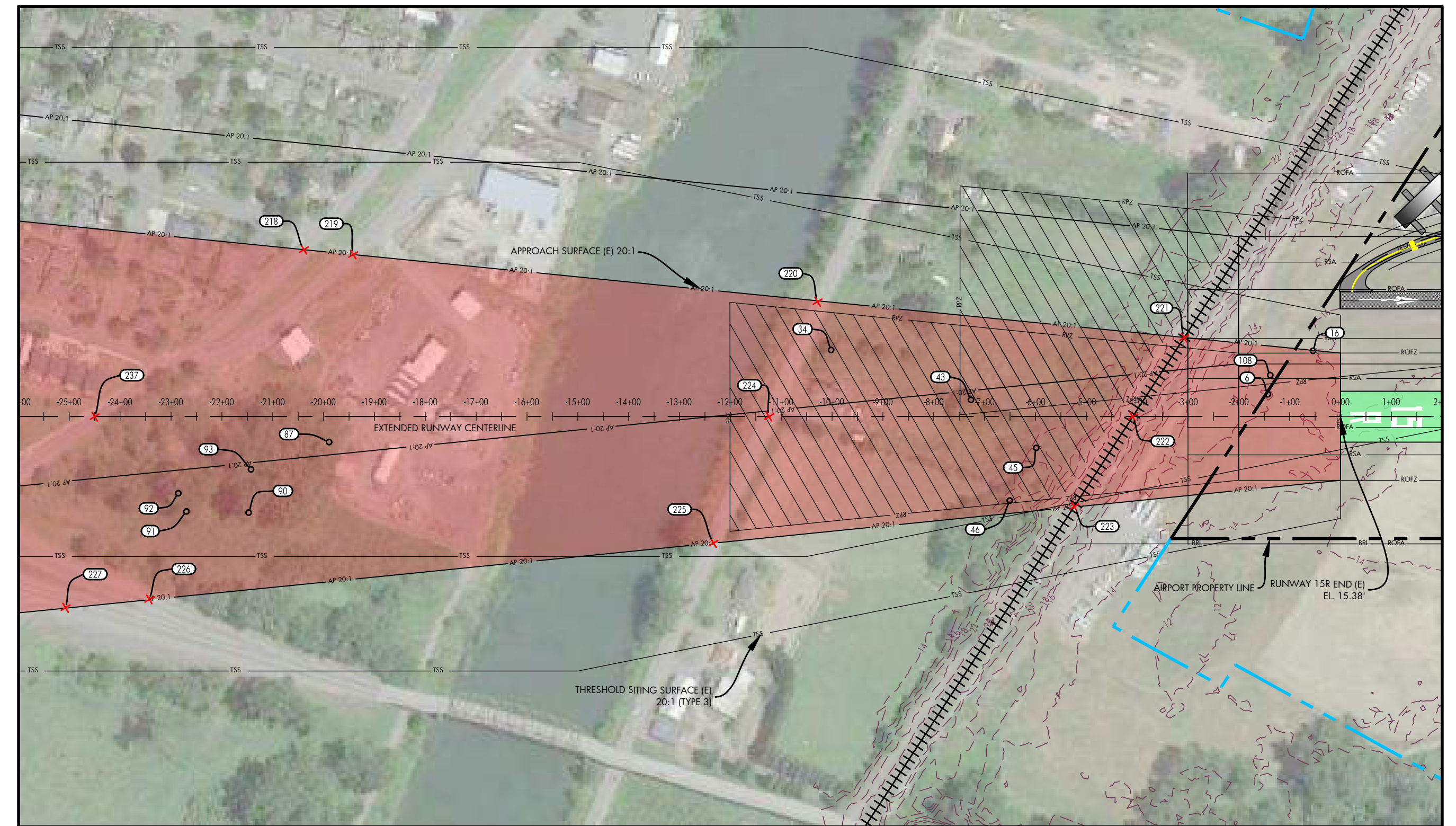


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 200'  
VERT: 1" = 20'

RUNWAY 15R INNER APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
6	POLE	13.65'	19.72'	33.38'	RUNWAY 15R APPROACH	10.84'	MARK/LIGHT
34	TREE	22.75'	52.85'	75.60'	RUNWAY 15R APPROACH	10.13'	REMOVE
43	TREE	19.59'	42.85'	62.44'	RUNWAY 15R APPROACH	29.90'	REMOVE
45	TREE	13.42'	42.83'	56.25'	RUNWAY 15R APPROACH	11.13'	REMOVE
46	TREE	12.97'	49.13'	62.10'	RUNWAY 15R APPROACH	58.19'	REMOVE
87	TREE	26.38'	127.28'	153.66'	RUNWAY 15R APPROACH	38.82'	REMOVE
90	TREE	15.91'	154.47'	170.39'	RUNWAY 15R APPROACH	47.64'	REMOVE
91	TREE	12.67'	145.42'	158.09'	RUNWAY 15R APPROACH	29.22'	REMOVE
92	TREE	14.12'	149.55'	163.67'	RUNWAY 15R APPROACH	34.00'	REMOVE
93	TREE	15.77'	159.19'	174.96'	RUNWAY 15R APPROACH	52.44'	REMOVE
108	UTILITY POLE	14.28'	37.80'	52.08'	RUNWAY 15R APPROACH	29.77'	MARK/LIGHT

RUNWAY 15R INNER APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
218	ROAD +15'	59.00'	15.00'	54.00'	RUNWAY 15R APPROACH	-63.32'	N/A
219	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15R APPROACH	-74.46'	N/A
220	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15R APPROACH	-28.81'	N/A
221	RAILROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15R APPROACH	12.24'	MARK/LIGHT
222	RAILROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15R APPROACH	7.18'	MARK/LIGHT
223	RAILROAD +23'	19.00'	23.00'	42.00'	RUNWAY 15R APPROACH	0.42'	MARK/LIGHT
224	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15R APPROACH	-33.59'	N/A
225	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15R APPROACH	-38.03'	N/A
226	ROAD +15'	32.00'	15.00'	47.00'	RUNWAY 15R APPROACH	-85.52'	N/A
227	ROAD +15'	34.00'	15.00'	49.00'	RUNWAY 15R APPROACH	-91.75'	N/A
237	ROAD +15'	31.00'	15.00'	46.00'	RUNWAY 15R APPROACH	-91.88'	N/A



NOTES AND SOURCES

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2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

RUNWAY 15R INNER APPROACH SURFACE DRAWING

AIP PROJ. NO. 3-53-0070-003-2014  
JVIATION PROJ. NO. 2014.543.01  
DATE: SEPTEMBER 2018

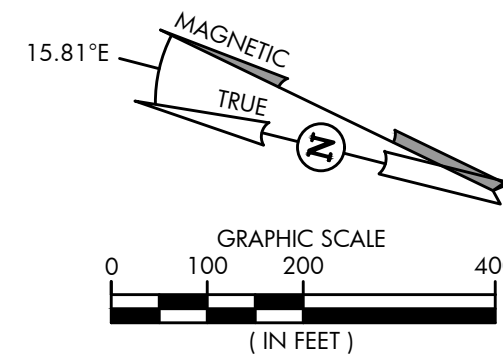
SHEET NO. 11 of 20



HARVEY FIELD  
SNOHOMISH, WASHINGTON



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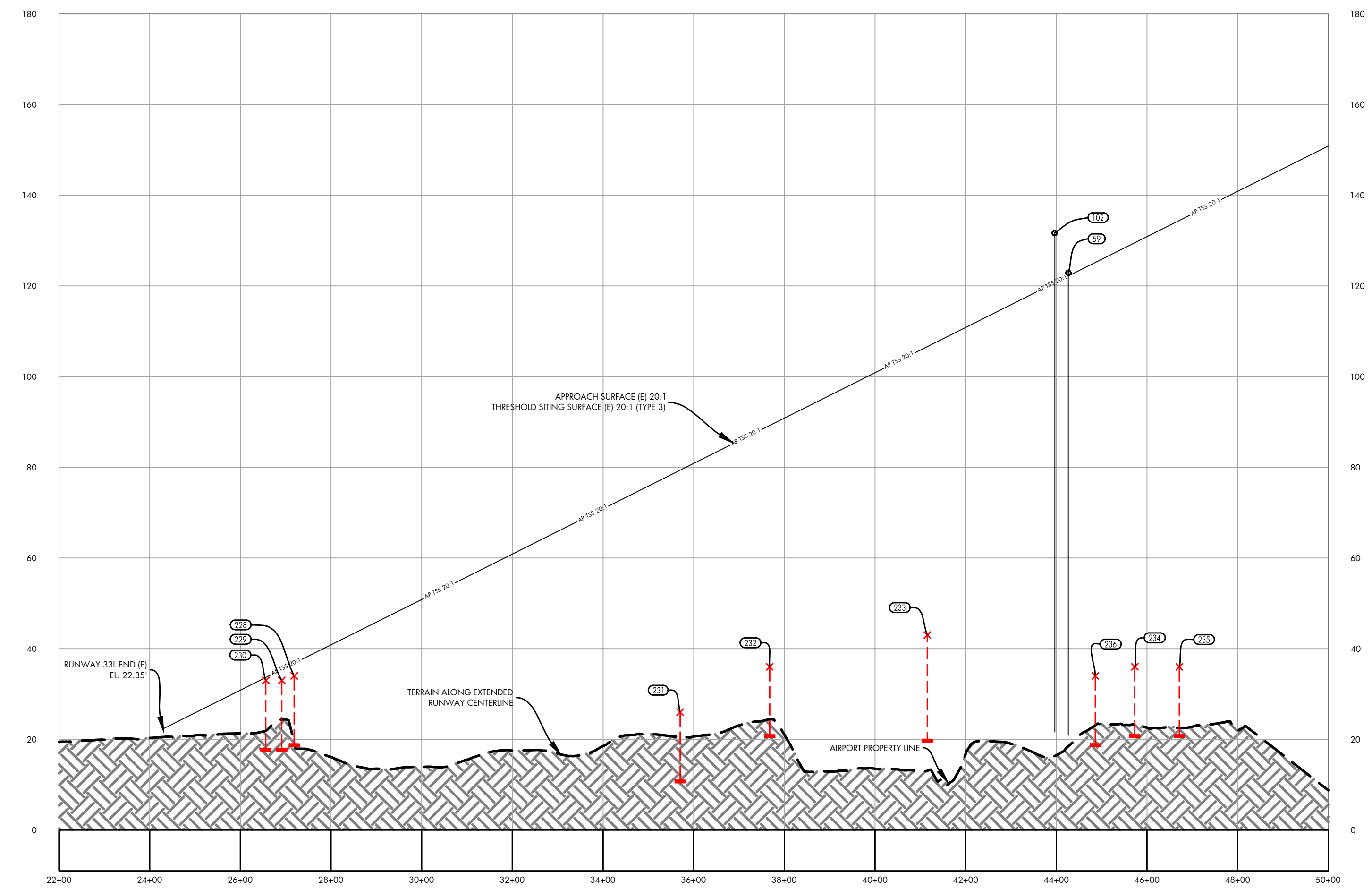
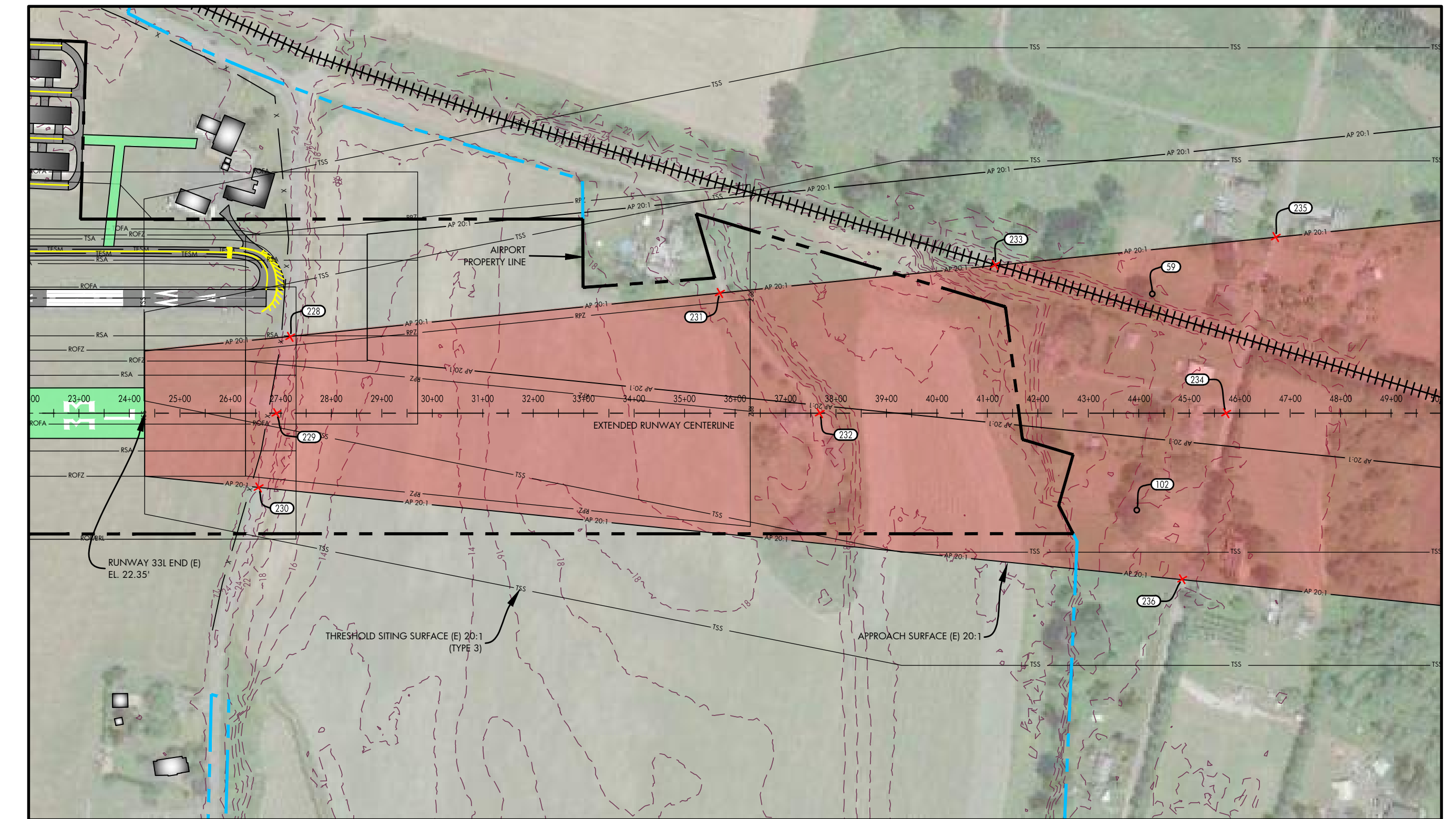


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 200'  
VERT: 1" = 20'

RUNWAY 33L APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT TYPE	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33L APPROACH	0.71'	REMOVE
102	TREE	20.73'	110.88'	131.61'	RUNWAY 33L APPROACH	10.97'	REMOVE

RUNWAY 33L INNER APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
228	ROAD +15'	19.00'	15.00'	34.00'	RUNWAY 33L APPROACH	-2.78'	N/A
229	ROAD +15'	18.00'	15.00'	33.00'	RUNWAY 33L APPROACH	-2.40'	N/A
230	ROAD +15'	18.00'	15.00'	33.00'	RUNWAY 33L APPROACH	-0.64'	N/A
231	ROAD +15'	11.00'	15.00'	26.00'	RUNWAY 33L APPROACH	-53.34'	N/A
232	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33L APPROACH	-53.23'	N/A
233	RAILROAD +23'	20.00'	23.00'	43.00'	RUNWAY 33L APPROACH	-43.62'	N/A
234	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33L APPROACH	-93.50'	N/A
235	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33L APPROACH	-98.41'	N/A
236	ROAD +15'	19.00'	15.00'	34.00'	RUNWAY 33L APPROACH	-91.14'	N/A



NOTES AND SOURCES

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2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD

NO.	BY	DATE	DESCRIPTION

AIRPORT LAYOUT PLAN

RUNWAY 33L INNER APPROACH SURFACE DRAWING

AIP PROJ. NO. 3-53-0070-003-2014  
JVIATION PROJ. NO. 2014.543.01  
DATE: SEPTEMBER 2018

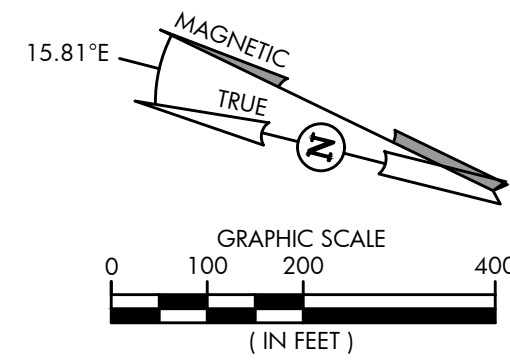
SHEET NO. 12 of 20



HARVEY FIELD  
SNOHOMISH, WASHINGTON



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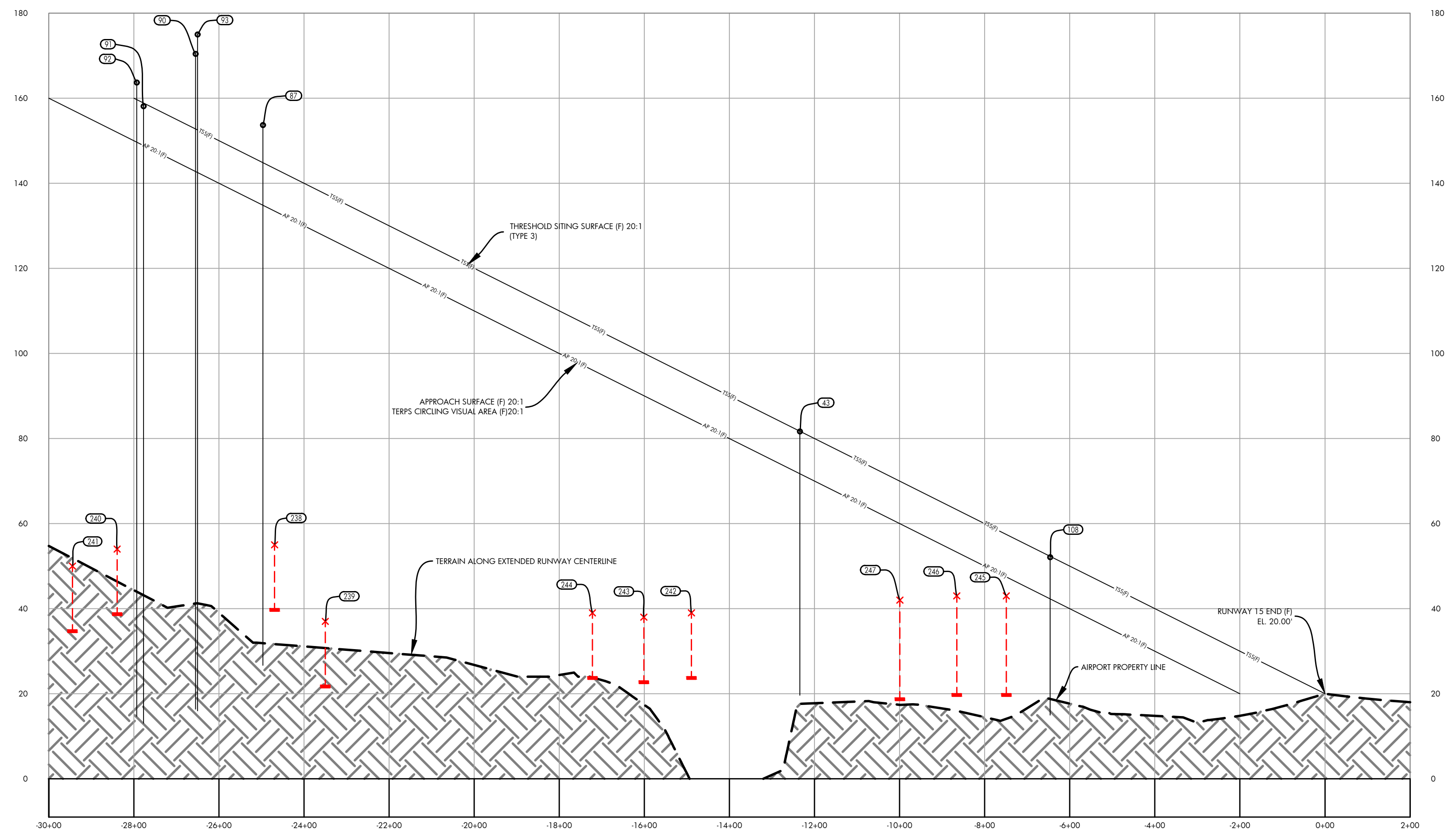
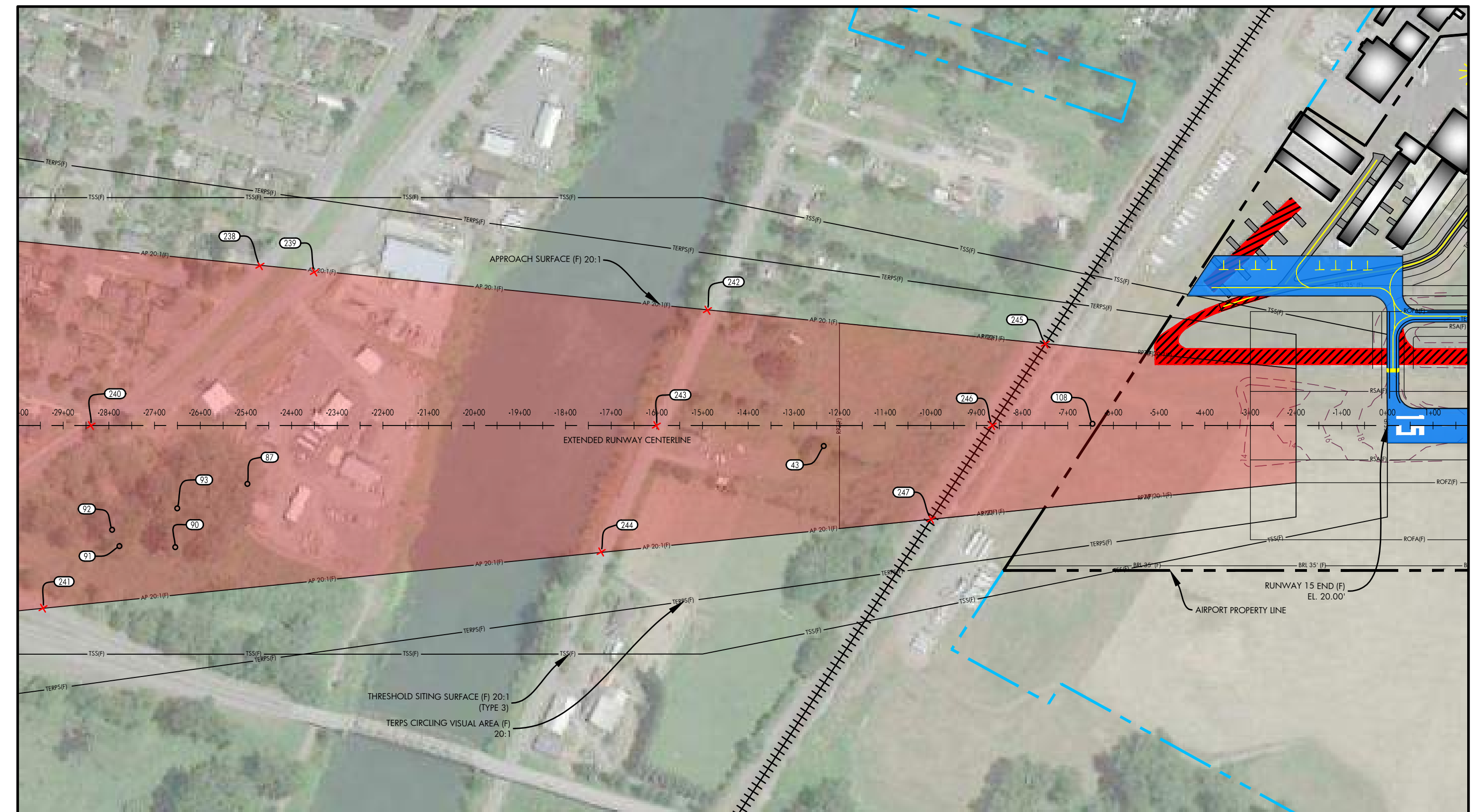


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 200'  
VERT: 1" = 20'

RUNWAY 15 INNER APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
83	TREE	19.59'	62.05'	81.63'	RUNWAY 15 APPROACH	9.91'	REMOVE
87	TREE	26.38'	127.28'	153.66'	RUNWAY 15 APPROACH	18.82'	REMOVE
90	TREE	15.91'	154.47'	170.39'	RUNWAY 15 APPROACH	27.64'	REMOVE
91	TREE	12.67'	145.42'	158.09'	RUNWAY 15 APPROACH	9.22'	REMOVE
92	TREE	14.12'	149.55'	163.66'	RUNWAY 15 APPROACH	14.00'	REMOVE
93	TREE	15.77'	159.19'	174.96'	RUNWAY 15 APPROACH	32.44'	REMOVE
108	UTILITY POLE	14.28'	37.80'	52.08'	RUNWAY 15 APPROACH	9.78'	MARK/LIGHT

RUNWAY 15 INNER APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
238	ROAD +15'	40.00'	15.00'	55.00'	RUNWAY 15 APPROACH	-78.46'	N/A
239	ROAD +15'	22.00'	15.00'	37.00'	RUNWAY 15 APPROACH	-92.49'	N/A
240	ROAD +15'	39.00'	15.00'	54.00'	RUNWAY 15 APPROACH	-97.96'	N/A
241	ROAD +15'	35.00'	15.00'	50.00'	RUNWAY 15 APPROACH	-107.22'	N/A
242	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15 APPROACH	-45.46'	N/A
243	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 15 APPROACH	-52.06'	N/A
244	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15 APPROACH	-57.10'	N/A
245	RAILROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15 APPROACH	-4.45'	N/A
246	RAILROAD +23'	20.00'	23.00'	43.00'	RUNWAY 15 APPROACH	-10.28'	N/A
247	RAILROAD +23'	19.00'	23.00'	42.00'	RUNWAY 15 APPROACH	-17.97'	N/A



**NOTES AND SOURCES**

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2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

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 Mar 09, 2021 - 1:46pm  
 Stan Adams



HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	

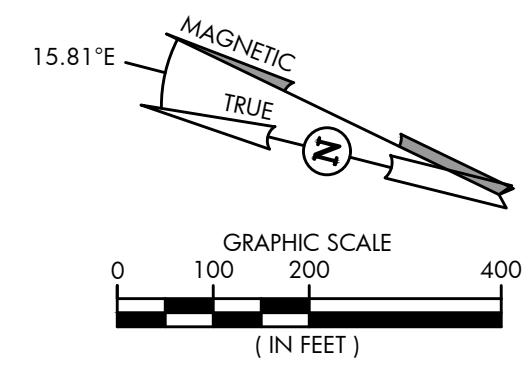
THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT  
LAYOUT PLAN

RUNWAY 15 INNER APPROACH  
SURFACE DRAWING

SHEET NO.  
13 of 20

AIP PROJ. NO. 3-53-0070-003-2014  
JVIATION PROJ. NO. 2014.S43.01  
DATE: SEPTEMBER 2018

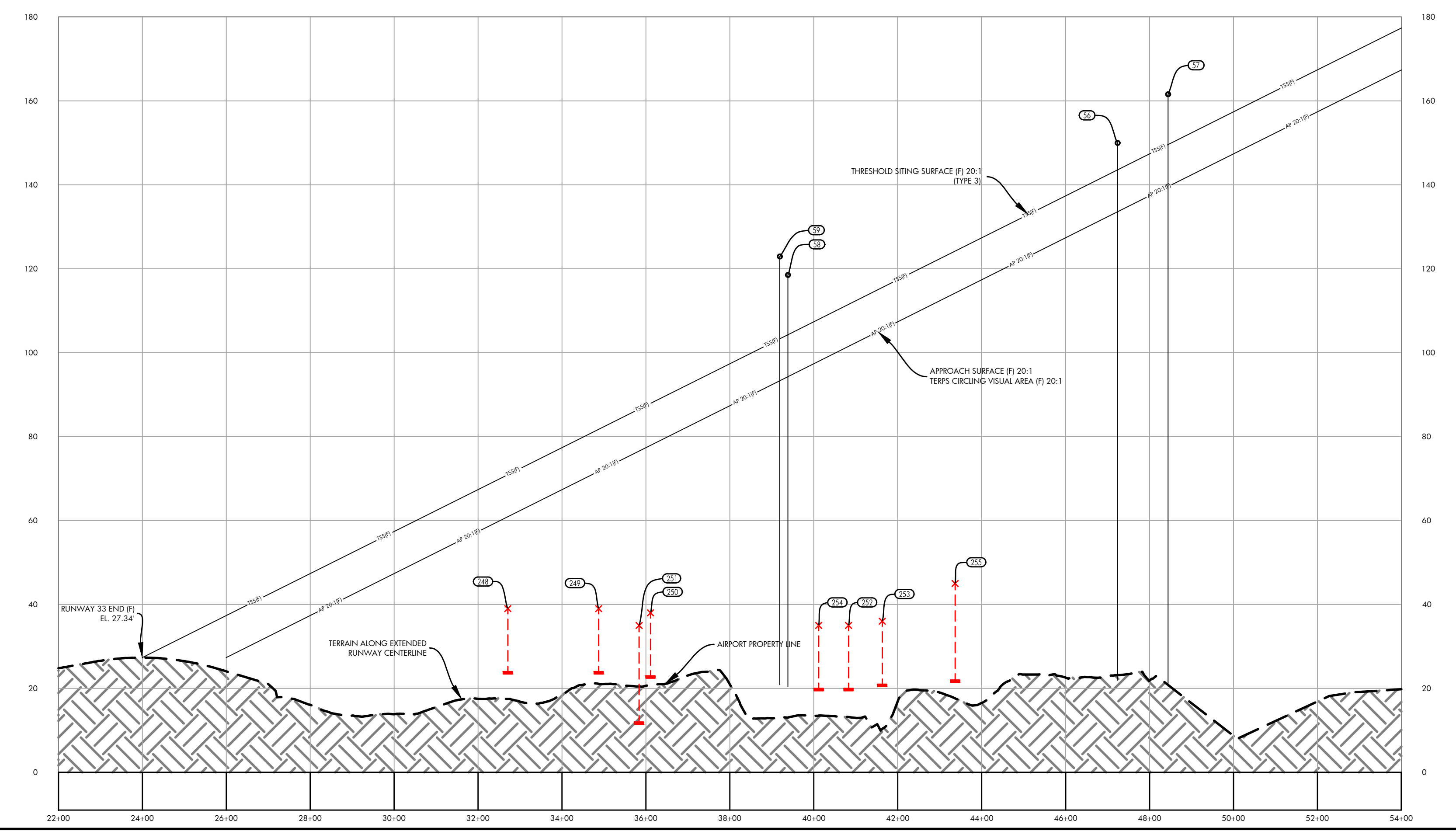
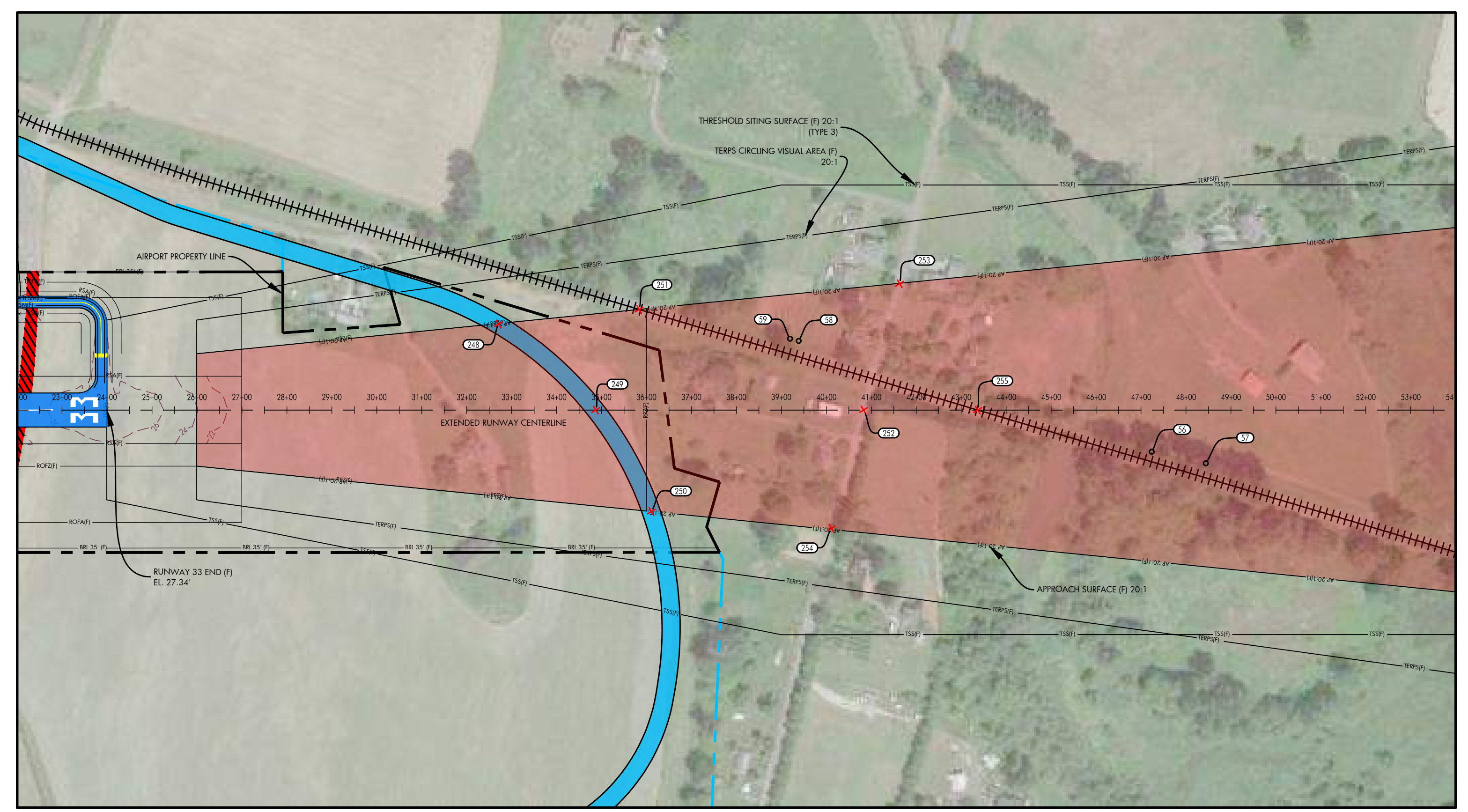


DATE: JULY, 2017  
 ANNUAL RATE OF CHANGE: 0.14"W  
 SOURCE: U.S. NCEI

PROFILE  
 HORIZ: 1" = 200'  
 VERT: 1" = 20'

RUNWAY 33 APPROACH OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
56	TREE	21.49'	128.45'	149.94'	RUNWAY 33 APPROACH	16.39'	REMOVE
57	TREE	20.47'	141.08'	161.55'	RUNWAY 33 APPROACH	21.99'	REMOVE
58	TREE	20.27'	98.21'	118.48'	RUNWAY 33 APPROACH	24.21'	REMOVE
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33 APPROACH	29.57'	REMOVE

RUNWAY 33 INNER APPROACH ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
248	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 33 APPROACH	-21.90'	N/A
249	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 33 APPROACH	-32.73'	N/A
250	ROAD +15'	23.00'	15.00'	38.00'	RUNWAY 33 APPROACH	-39.90'	N/A
251	ROAD +15'	20.00'	15.00'	35.00'	RUNWAY 33 APPROACH	-41.55'	N/A
252	ROAD +15'	20.00'	15.00'	35.00'	RUNWAY 33 APPROACH	-65.50'	N/A
253	ROAD +15'	21.00'	15.00'	36.00'	RUNWAY 33 APPROACH	-69.52'	N/A
254	ROAD +15'	20.00'	15.00'	35.00'	RUNWAY 33 APPROACH	-62.93'	N/A
255	RAIL ROAD +23'	22.00'	23.00'	45.00'	RUNWAY 33 APPROACH	-69.20'	N/A



- NOTES AND SOURCES**
1. THE SITE PLAN AND LINE WORK IS BASED ON THE SNOHOMISH COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS)
  2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
  3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

L:\S43\AEP-2017\PLANS  
 T:\14-543-MSD-RUNWAY 15-30.dwg  
 Mar 09, 2021 - 1:46pm  
 Stan Harris



HARVEY FIELD  
 SNOHOMISH, WASHINGTON



DES: R.L.B.  
 DR: R.L.B.  
 CH: S.V.B.  
 APP: M.C.L.

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	

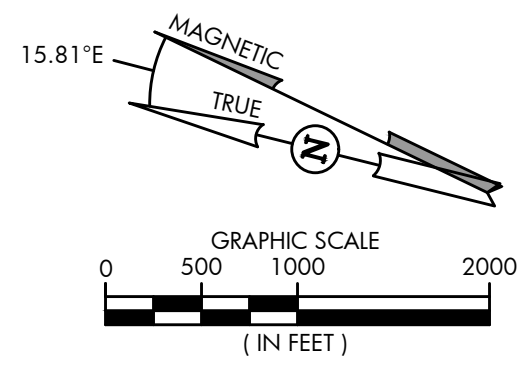
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AIRPORT  
 LAYOUT PLAN

RUNWAY 33 INNER APPROACH  
 SURFACE DRAWING

SHEET NO.  
 14 of 20

AIP PROJ. NO. 3-53-0070-003-2014  
 JVIATION PROJ. NO. 2014.543.01  
 DATE: SEPTEMBER 2018

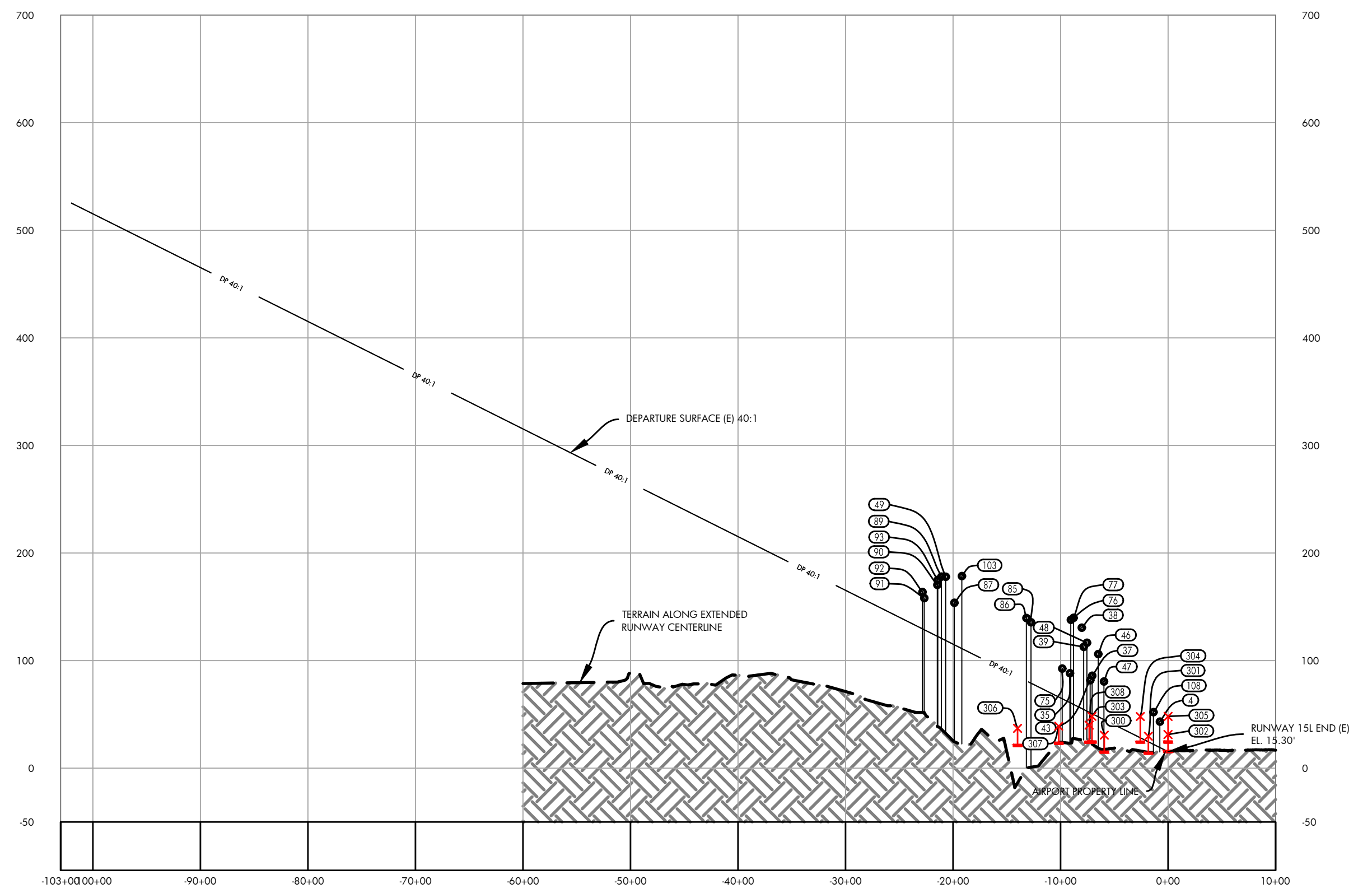
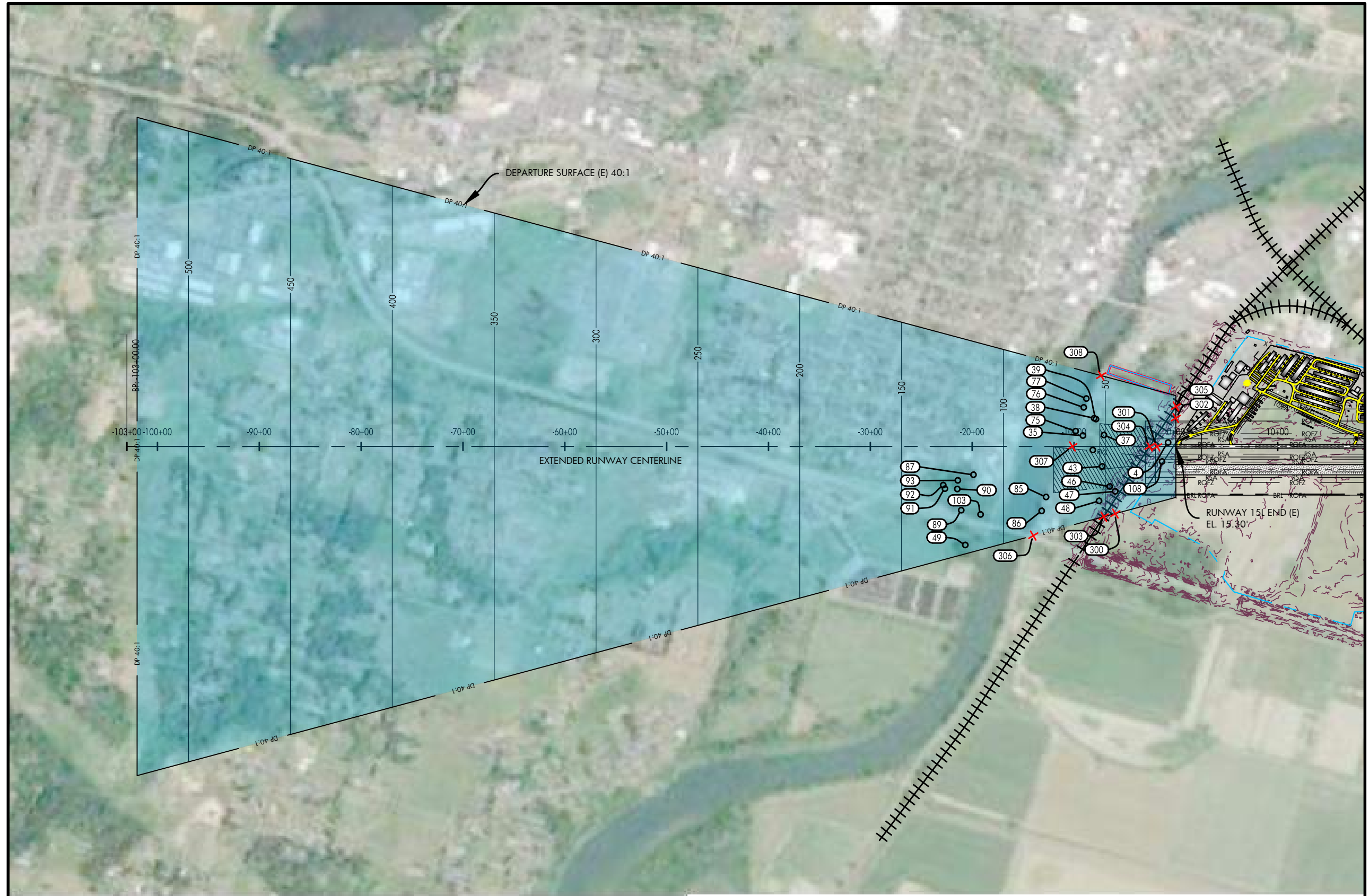


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 1,000'  
VERT: 1" = 100'

RUNWAY 15L DEPARTURE SURFACE OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
4	POLE	14.45'	28.79'	43.24'	RUNWAY 15L DEPARTURE	24.08'	MARK/LIGHT
35	TREE	21.79'	66.33'	88.12'	RUNWAY 15L DEPARTURE	27.15'	REMOVE
37	TREE	20.69'	45.10'	65.79'	RUNWAY 15L DEPARTURE	35.11'	REMOVE
38	TREE	20.80'	109.70'	130.50'	RUNWAY 15L DEPARTURE	75.03'	REMOVE
39	TREE	19.93'	92.77'	112.70'	RUNWAY 15L DEPARTURE	58.12'	REMOVE
43	TREE	19.59'	62.05'	81.63'	RUNWAY 15L DEPARTURE	30.02'	REMOVE
46	TREE	12.97'	93.13'	106.10'	RUNWAY 15L DEPARTURE	58.31'	REMOVE
47	TREE	18.11'	62.49'	80.60'	RUNWAY 15L DEPARTURE	35.43'	REMOVE
48	TREE	13.19'	103.25'	116.44'	RUNWAY 15L DEPARTURE	63.35'	REMOVE
49	TREE	17.79'	160.09'	177.88'	RUNWAY 15L DEPARTURE	59.17'	REMOVE
75	TREE	22.93'	69.59'	92.52'	RUNWAY 15L DEPARTURE	27.91'	REMOVE
76	TREE	19.10'	118.67'	137.77'	RUNWAY 15L DEPARTURE	77.23'	REMOVE
77	TREE	8.83'	130.89'	139.72'	RUNWAY 15L DEPARTURE	80.41'	REMOVE
85	TREE	20.16'	115.29'	135.46'	RUNWAY 15L DEPARTURE	56.36'	REMOVE
86	TREE	25.86'	113.71'	139.57'	RUNWAY 15L DEPARTURE	58.35'	REMOVE
87	TREE	26.38'	127.28'	153.66'	RUNWAY 15L DEPARTURE	38.94'	REMOVE
89	TREE	21.03'	157.04'	178.07'	RUNWAY 15L DEPARTURE	57.34'	REMOVE
90	TREE	15.91'	154.47'	170.39'	RUNWAY 15L DEPARTURE	47.76'	REMOVE
91	TREE	12.67'	145.42'	158.09'	RUNWAY 15L DEPARTURE	29.34'	REMOVE
92	TREE	14.12'	149.55'	163.66'	RUNWAY 15L DEPARTURE	34.12'	REMOVE
93	TREE	15.77'	159.19'	174.96'	RUNWAY 15L DEPARTURE	52.56'	REMOVE
103	TREE	22.53'	155.92'	178.45'	RUNWAY 15L DEPARTURE	67.23'	REMOVE
108	UTILITY POLE	14.28'	37.80'	52.08'	RUNWAY 15L DEPARTURE	29.89'	MARK/LIGHT

RUNWAY 15L DEPARTURE SURFACE ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
300	ROAD +15'	15.72'	15.00'	30.72'	RUNWAY 15L DEPARTURE	-14.28'	N/A
301	ROAD +15'	14.75'	15.00'	29.75'	RUNWAY 15L DEPARTURE	5.26'	MARK/LIGHT
302	ROAD +15'	16.32'	15.00'	31.32'	RUNWAY 15L DEPARTURE	15.96'	MARK/LIGHT
303	RAILROAD +23'	25.18'	23.00'	48.18'	RUNWAY 15L DEPARTURE	-2.54'	N/A
304	RAILROAD +23'	25.05'	23.00'	48.05'	RUNWAY 15L DEPARTURE	19.80'	MARK/LIGHT
305	RAILROAD +23'	25.15'	23.00'	48.15'	RUNWAY 15L DEPARTURE	32.84'	MARK/LIGHT
306	ROAD +15'	22.00'	15.00'	37.00'	RUNWAY 15L DEPARTURE	-8.32'	N/A
307	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15L DEPARTURE	-27.13'	N/A
308	ROAD +15'	25.00'	15.00'	40.00'	RUNWAY 15L DEPARTURE	-12.02'	N/A



**NOTES AND SOURCES**

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2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

U.S. AIRPORT - 2017 PLANS  
15-15-SAL-BFT-RUNWAY 15L - 13.87.mxd  
Mar 09, 2021 - 1:50pm  
Snohomish



HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: R.L.B.				
CH: S.V.B.				
APP: M.C.L.				

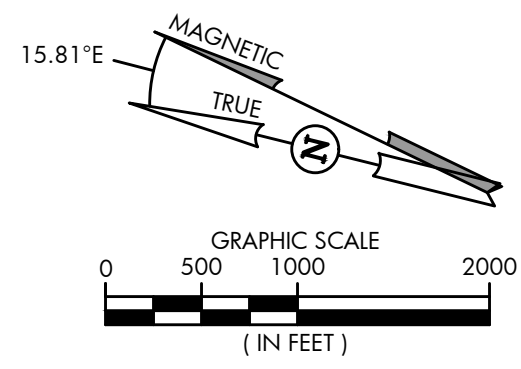
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AIRPORT  
LAYOUT PLAN

**RUNWAY 15L DEPARTURE SURFACE**

AIP PROJ. NO. 3-53-0070-003-2014	JVIATION PROJ. NO. 2014.S43.01	DATE: SEPTEMBER 2018
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SHEET NO.  
15 of 20

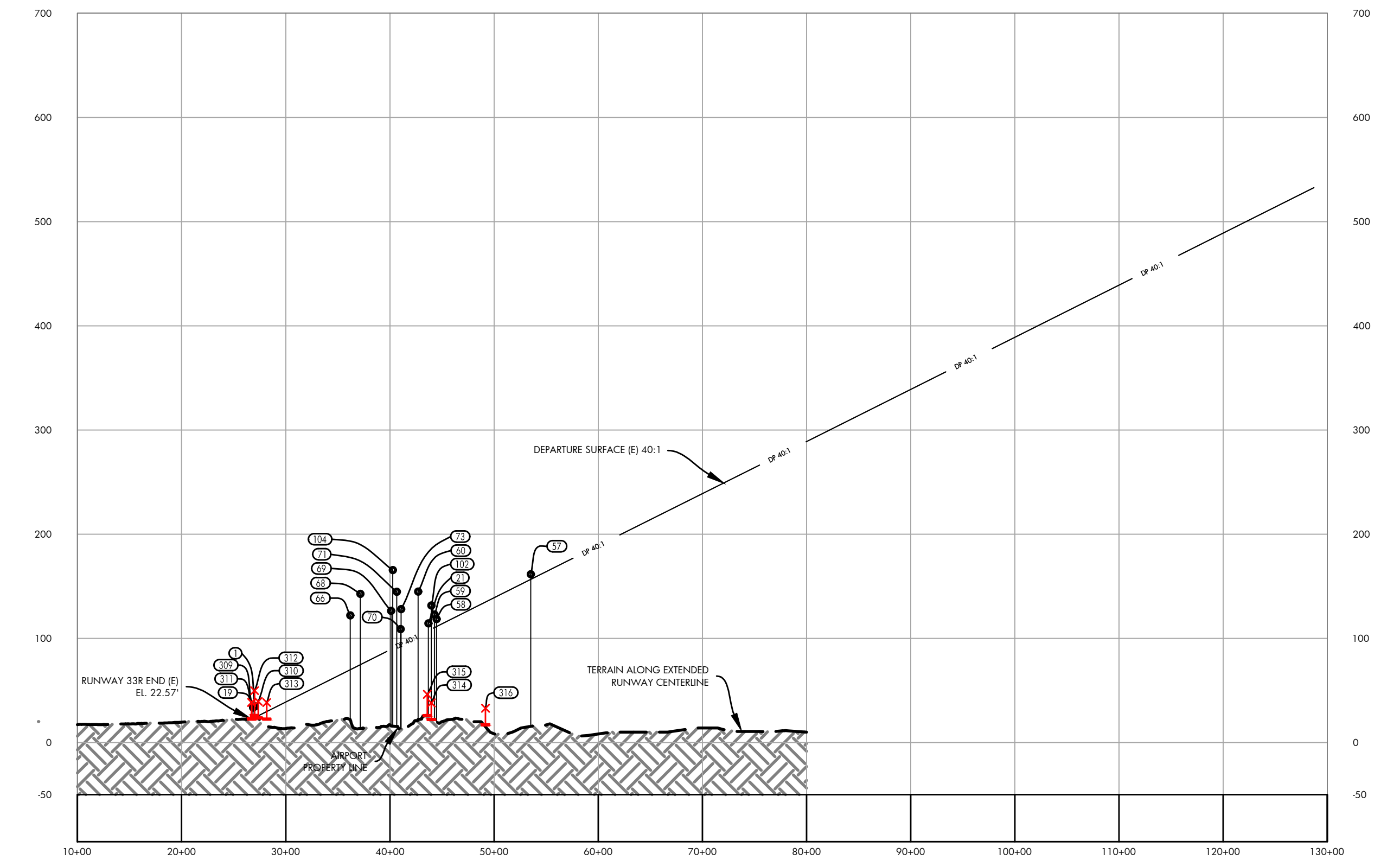
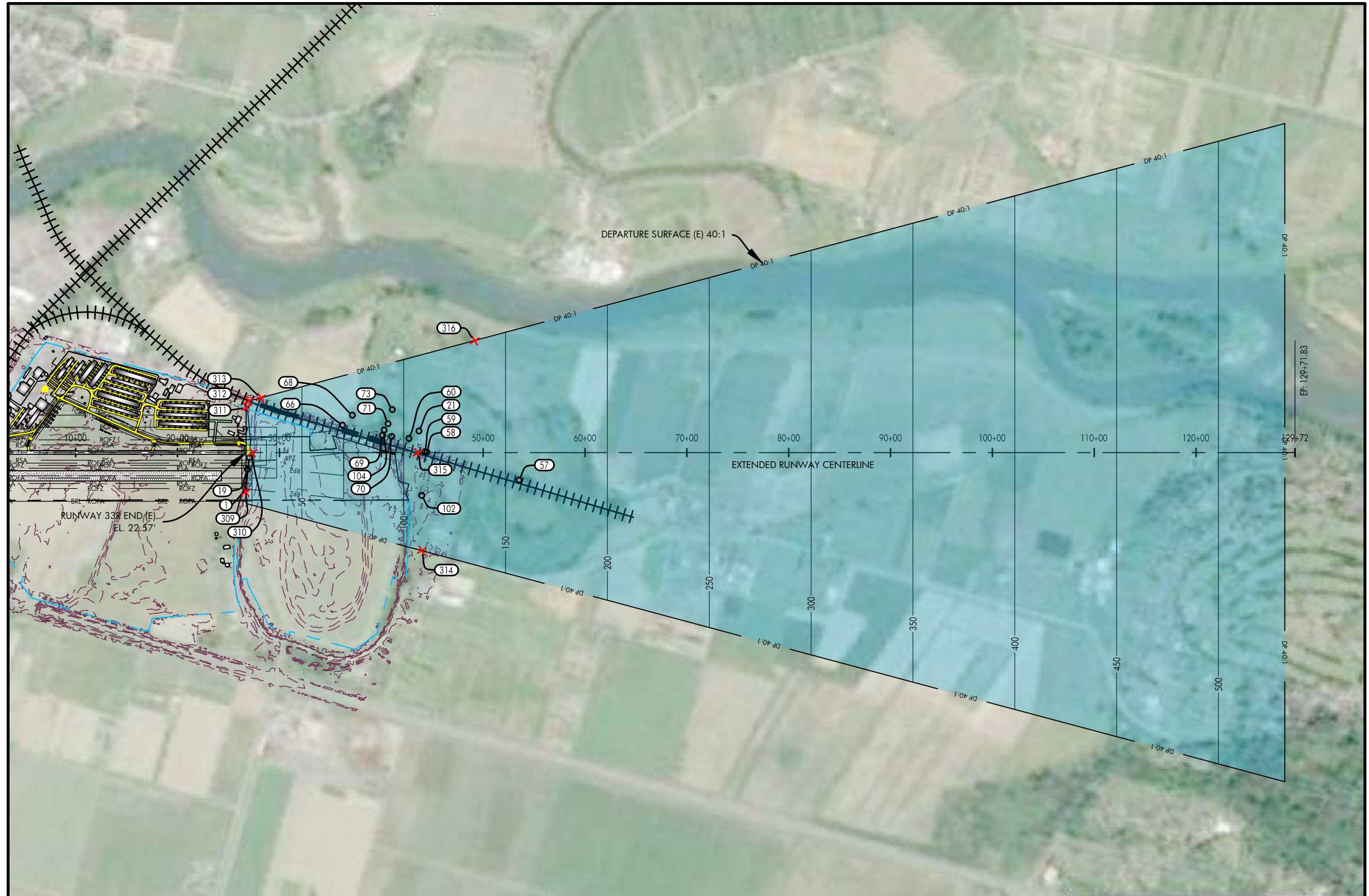


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 1,000'  
VERT: 1" = 100'

RUNWAY 33R DEPARTURE SURFACE OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
1	POLE	22.60'	12.14'	34.74'	RUNWAY 33R DEPARTURE	10.54'	MARK/LIGHT
19	SIGN	23.84'	9.58'	33.52'	RUNWAY 33R DEPARTURE	10.26'	MARK/LIGHT
21	TREE	16.77'	97.61'	114.38'	RUNWAY 33R DEPARTURE	4.95'	REMOVE
57	TREE	20.47'	141.08'	161.55'	RUNWAY 33R DEPARTURE	4.95'	REMOVE
58	TREE	20.27'	98.21'	118.48'	RUNWAY 33R DEPARTURE	7.17'	REMOVE
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33R DEPARTURE	12.53'	REMOVE
60	TREE	17.67'	127.25'	144.92'	RUNWAY 33R DEPARTURE	42.41'	REMOVE
66	TREE	21.24'	100.86'	122.10'	RUNWAY 33R DEPARTURE	52.19'	REMOVE
68	TREE	18.42'	124.32'	142.72'	RUNWAY 33R DEPARTURE	68.00'	REMOVE
69	TREE	16.73'	109.69'	126.42'	RUNWAY 33R DEPARTURE	36.87'	REMOVE
70	TREE	15.54'	93.41'	108.95'	RUNWAY 33R DEPARTURE	14.84'	REMOVE
71	TREE	14.77'	129.95'	144.72'	RUNWAY 33R DEPARTURE	52.43'	REMOVE
73	TREE	17.10'	110.91'	128.01'	RUNWAY 33R DEPARTURE	33.63'	REMOVE
102	TREE	20.73'	110.88'	131.61'	RUNWAY 33R DEPARTURE	22.79'	REMOVE
104	TREE	16.19'	149.33'	165.52'	RUNWAY 33R DEPARTURE	75.17'	REMOVE

RUNWAY 33R DEPARTURE SURFACE ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
309	ROAD +15'	23.76'	15.00'	38.76'	RUNWAY 33R DEPARTURE	16.16'	MARK/LIGHT
310	RAILROAD +23'	16.54'	23.00'	39.54'	RUNWAY 33R DEPARTURE	13.77'	MARK/LIGHT
311	ROAD +15'	23.44'	15.00'	38.44'	RUNWAY 33R DEPARTURE	15.86'	MARK/LIGHT
312	ROAD +15'	26.87'	15.00'	41.87'	RUNWAY 33R DEPARTURE	17.85'	MARK/LIGHT
313	ROAD +15'	23.44'	15.00'	38.44'	RUNWAY 33R DEPARTURE	8.58'	MARK/LIGHT
314	ROAD +15'	23.11'	15.00'	38.11'	RUNWAY 33R DEPARTURE	-70.76'	N/A
315	RAILROAD +23'	15.28'	23.00'	38.28'	RUNWAY 33R DEPARTURE	-82.94'	N/A
316	ROAD +15'	18.00'	15.00'	33.00'	RUNWAY 33R DEPARTURE	-101.87'	N/A



- NOTES AND SOURCES**
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  3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

U.S. AIR FORCE - 2017 PLANS

15-10-SAL-BETA-RUNWAY 33R-13R-18  
Mar 09, 2021 - 1:50pm  
Senn-Jones



HARVEY FIELD  
SNOHOMISH, WASHINGTON

DES: R.L.B.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: R.L.B.				
CH: S.V.B.				
APP: M.C.L.				

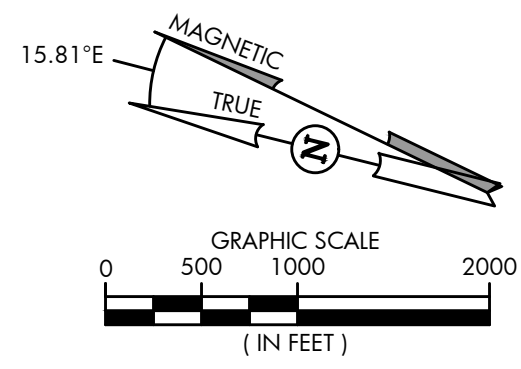
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AIRPORT  
LAYOUT PLAN

**RUNWAY 33R DEPARTURE SURFACE**

AIP PROJ. NO. 3-53-0070-003-2014	JVIATION PROJ. NO. 2014.S43.01	DATE: SEPTEMBER 2018
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SHEET NO.  
16 of 20

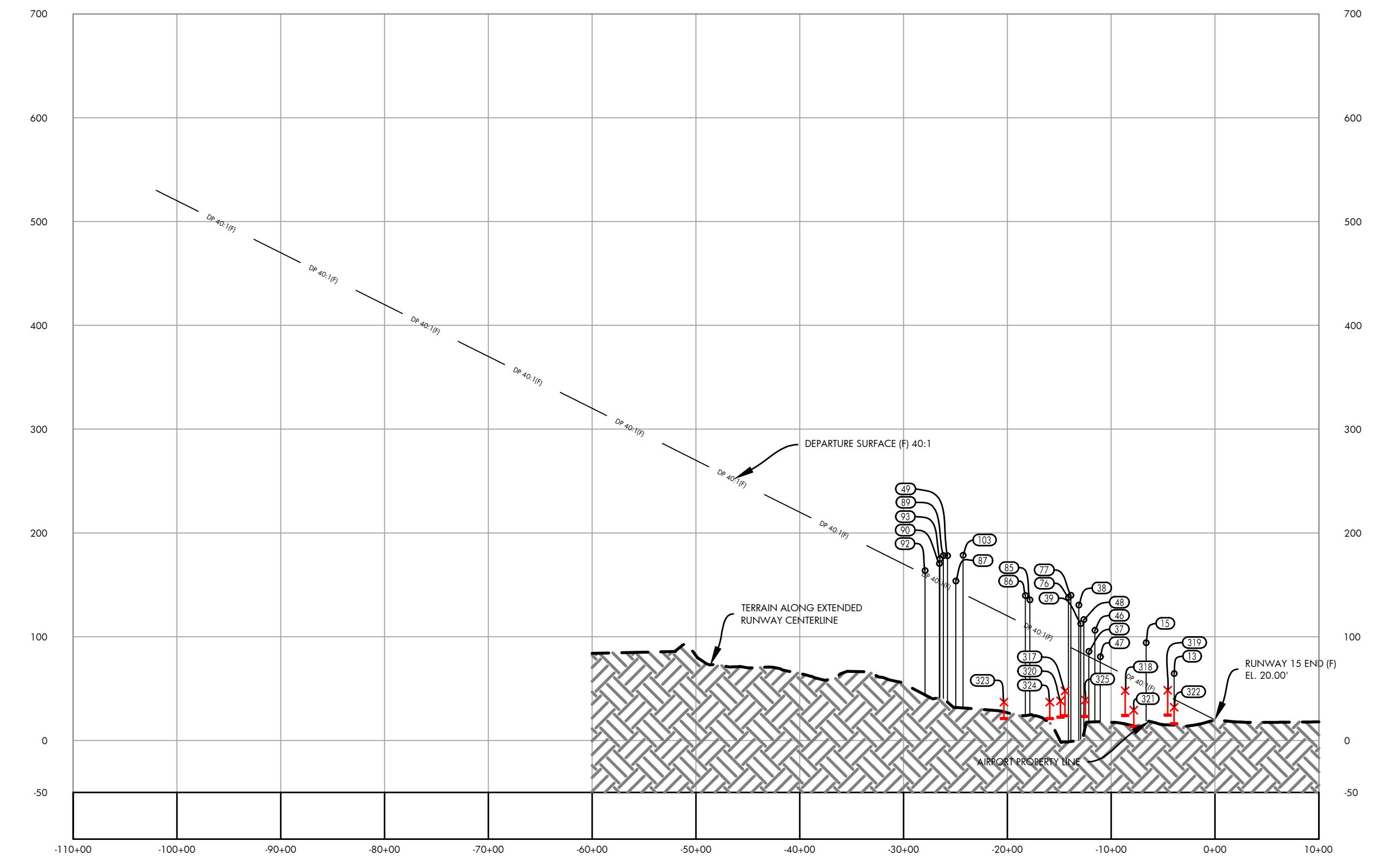
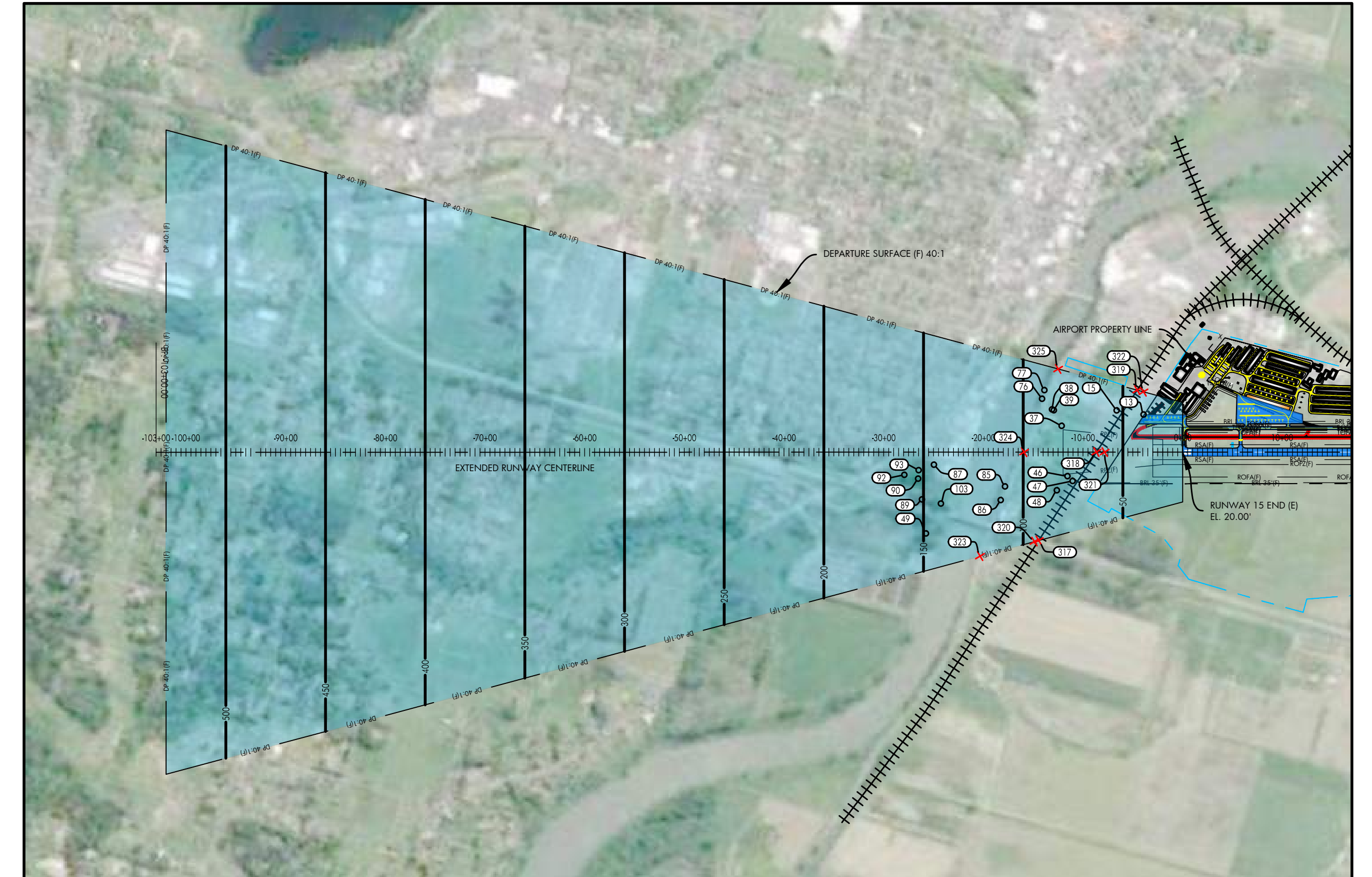


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 1,000'  
VERT: 1" = 100'

RUNWAY 15 DEPARTURE SURFACE OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
13	POLE	15.22'	49.28'	64.50'	RUNWAY 15 DEPARTURE	24.80'	MARK/LIGHT
15	TREE	21.97'	72.19'	94.16'	RUNWAY 15 DEPARTURE	40.93'	REMOVE
37	TREE	20.69'	65.10'	85.79'	RUNWAY 15 DEPARTURE	4.99'	REMOVE
38	TREE	20.80'	109.70'	130.50'	RUNWAY 15 DEPARTURE	44.91'	REMOVE
39	TREE	19.93'	92.77'	112.70'	RUNWAY 15 DEPARTURE	28.01'	REMOVE
46	TREE	12.97'	93.13'	106.10'	RUNWAY 15 DEPARTURE	28.20'	REMOVE
47	TREE	18.11'	62.49'	80.60'	RUNWAY 15 DEPARTURE	5.31'	REMOVE
48	TREE	13.19'	103.25'	116.44'	RUNWAY 15 DEPARTURE	33.23'	REMOVE
49	TREE	17.79'	160.09'	177.88'	RUNWAY 15 DEPARTURE	29.06'	REMOVE
76	TREE	19.10'	118.67'	137.77'	RUNWAY 15 DEPARTURE	47.11'	REMOVE
77	TREE	8.83'	130.89'	139.72'	RUNWAY 15 DEPARTURE	50.29'	REMOVE
85	TREE	20.16'	115.29'	135.45'	RUNWAY 15 DEPARTURE	26.24'	REMOVE
86	TREE	25.86'	113.71'	139.57'	RUNWAY 15 DEPARTURE	28.23'	REMOVE
87	TREE	26.38'	127.28'	153.66'	RUNWAY 15 DEPARTURE	8.82'	REMOVE
89	TREE	21.03'	157.04'	178.07'	RUNWAY 15 DEPARTURE	27.22'	REMOVE
90	TREE	15.91'	154.47'	170.39'	RUNWAY 15 DEPARTURE	17.64'	REMOVE
92	TREE	14.12'	149.55'	163.66'	RUNWAY 15 DEPARTURE	4.00'	REMOVE
93	TREE	15.77'	159.19'	174.96'	RUNWAY 15 DEPARTURE	22.44'	REMOVE
103	TREE	22.53'	155.92'	178.45'	RUNWAY 15 DEPARTURE	37.11'	REMOVE

RUNWAY 15 DEPARTURE SURFACE ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
317	RAILROAD +23'	24.70'	23.00'	47.70'	RUNWAY 15 DEPARTURE	-44.53'	N/A
318	RAILROAD +23'	24.93'	23.00'	47.93'	RUNWAY 15 DEPARTURE	-15.25'	N/A
319	RAILROAD +23'	25.35'	23.00'	48.35'	RUNWAY 15 DEPARTURE	5.56'	MARK/LIGHT
320	ROAD +15'	23.24'	15.00'	38.24'	RUNWAY 15 DEPARTURE	-56.18'	N/A
321	ROAD +15'	14.24'	15.00'	29.24'	RUNWAY 15 DEPARTURE	-29.91'	N/A
322	ROAD +15'	17.03'	15.00'	32.03'	RUNWAY 15 DEPARTURE	-7.66'	N/A
323	ROAD +15'	22.00'	15.00'	37.00'	RUNWAY 15 DEPARTURE	-84.69'	N/A
324	ROAD +15'	22.00'	15.00'	37.00'	RUNWAY 15 DEPARTURE	-62.58'	N/A
325	ROAD +15'	24.00'	15.00'	39.00'	RUNWAY 15 DEPARTURE	-43.48'	N/A



- NOTES AND SOURCES**
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  2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
  3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

U:\S43\AIP-2017\PLANS

17-15-S43-DEPT-RUNWAY 15-24.dwg  
Mar 09, 2021 - 1:52pm  
Snohomish



HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	

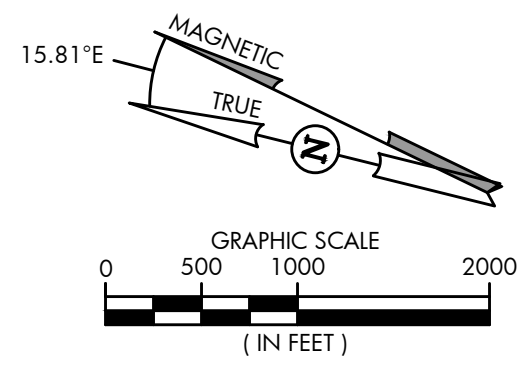
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AIRPORT  
LAYOUT PLAN

**RUNWAY 15 DEPARTURE SURFACE**

AIP PROJ. NO. 3-53-0070-003-2014  
JVIAATION PROJ. NO. 2014.S43.01  
DATE: SEPTEMBER 2018

SHEET NO.  
17 of 20

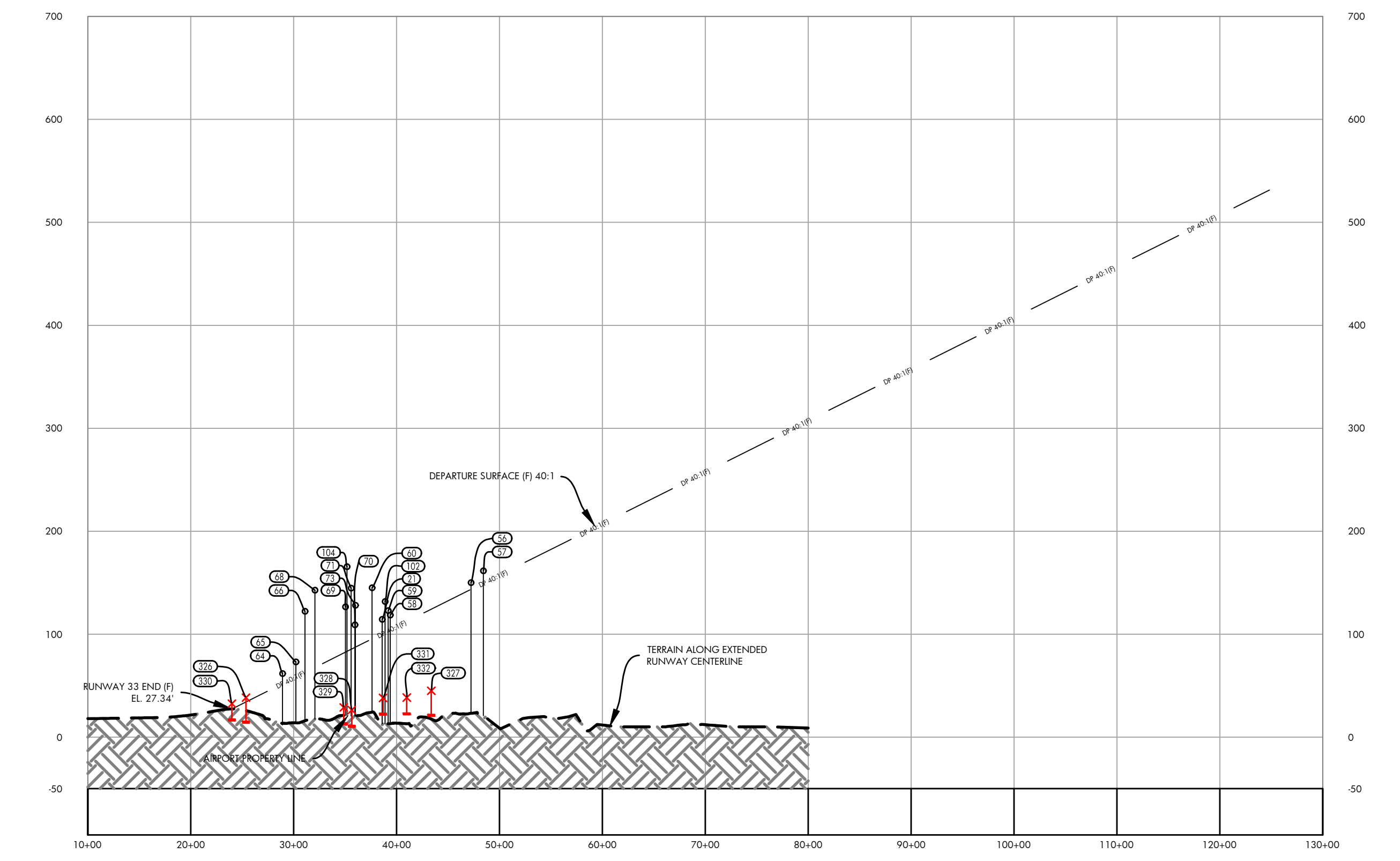
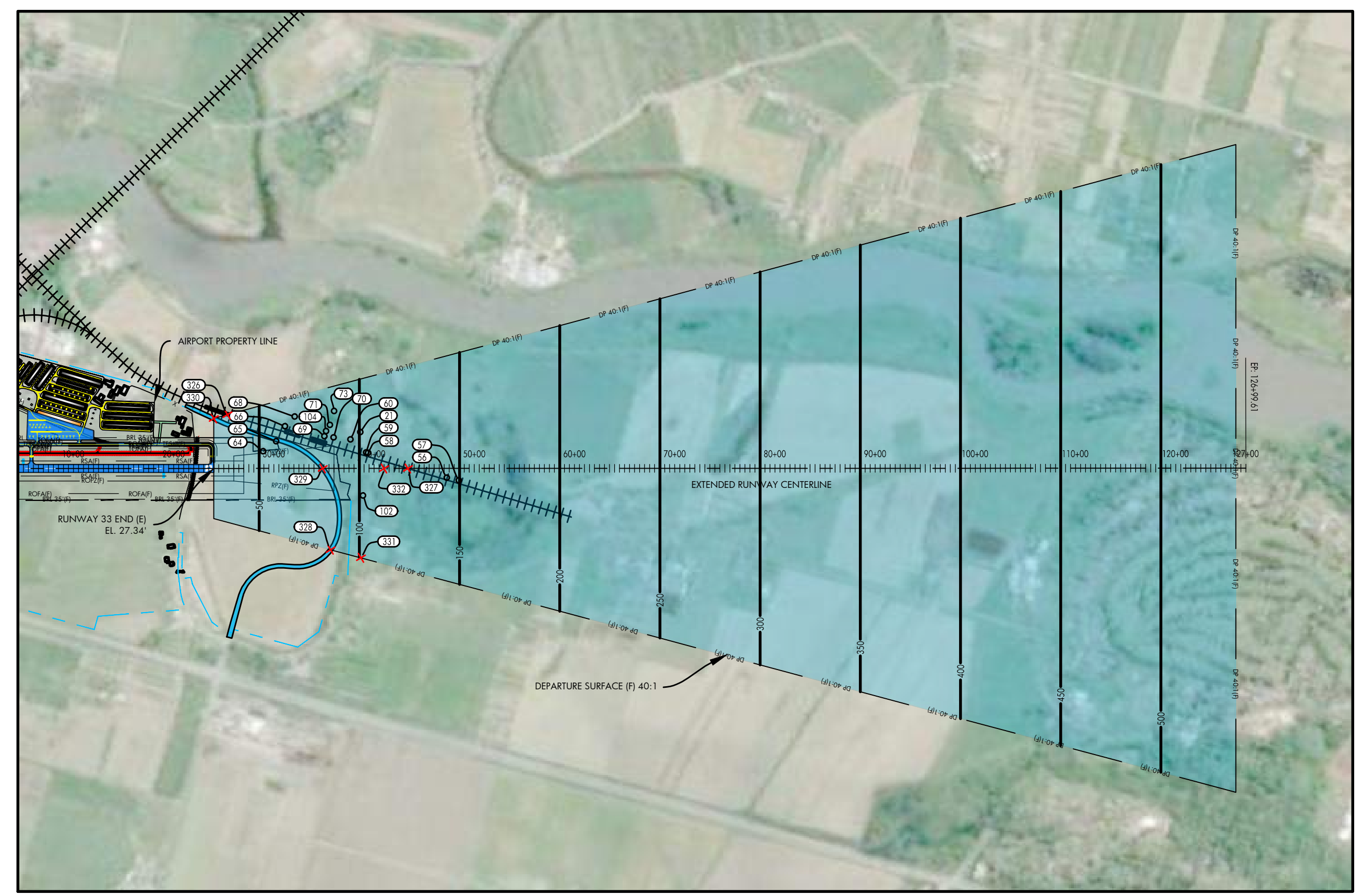


DATE: JULY, 2017  
ANNUAL RATE OF CHANGE: 0.14"W  
SOURCE: U.S. NCEI

PROFILE  
HORIZ: 1" = 1,000'  
VERT: 1" = 100'

RUNWAY 33 DEPARTURE SURFACE OBSTACLE TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
21	TREE	16.77'	97.61'	114.38'	RUNWAY 33 DEPARTURE	6.95'	REMOVE
56	TREE	21.49'	128.45'	149.94'	RUNWAY 33 DEPARTURE	6.39'	REMOVE
57	TREE	20.47'	141.08'	161.55'	RUNWAY 33 DEPARTURE	11.99'	REMOVE
58	TREE	20.27'	98.21'	118.48'	RUNWAY 33 DEPARTURE	14.21'	REMOVE
59	TREE	20.73'	102.15'	122.88'	RUNWAY 33 DEPARTURE	19.57'	REMOVE
60	TREE	17.67'	127.25'	144.92'	RUNWAY 33 DEPARTURE	49.44'	REMOVE
64	TREE	20.13'	41.50'	61.63'	RUNWAY 33 DEPARTURE	9.70'	REMOVE
65	TREE	22.15'	50.85'	73.00'	RUNWAY 33 DEPARTURE	14.59'	REMOVE
66	TREE	21.24'	100.86'	122.10'	RUNWAY 33 DEPARTURE	59.23'	REMOVE
68	TREE	18.42'	124.32'	142.72'	RUNWAY 33 DEPARTURE	75.04'	REMOVE
69	TREE	16.73'	109.69'	126.42'	RUNWAY 33 DEPARTURE	43.91'	REMOVE
70	TREE	15.54'	93.41'	108.95'	RUNWAY 33 DEPARTURE	21.88'	REMOVE
71	TREE	14.77'	129.95'	144.72'	RUNWAY 33 DEPARTURE	59.46'	REMOVE
73	TREE	17.10'	110.91'	128.01'	RUNWAY 33 DEPARTURE	40.67'	REMOVE
102	TREE	20.73'	110.88'	131.61'	RUNWAY 33 DEPARTURE	29.83'	REMOVE
104	TREE	16.19'	149.33'	165.52'	RUNWAY 33 DEPARTURE	82.20'	REMOVE

RUNWAY 33 DEPARTURE SURFACE ROAD INTERSECTION TABLE							
OBJECT IDENTIFICATION NO.	OBJECT/DESCRIPTION	GROUND SURFACE ELEVATION (MSL)	ABOVE GROUND LEVEL (AGL)	TOP OF OBJECT ELEVATION (AMSL)	SURFACE REFERENCED	EXISTING SURFACE PENETRATION	DISPOSITION
326	RAILROAD +23'	15.31'	23.00'	38.31'	RUNWAY 15 DEPARTURE	4.13'	MARK/LIGHT
327	RAILROAD +23'	22.00'	23.00'	45.00'	RUNWAY 15 DEPARTURE	-79.24'	N/A
328	ROAD +15'	11.31'	15.00'	26.31'	RUNWAY 15 DEPARTURE	-59.33'	N/A
329	ROAD +15'	13.82'	15.00'	28.82'	RUNWAY 15 DEPARTURE	-52.87'	N/A
330	ROAD +15'	17.52'	15.00'	32.52'	RUNWAY 15 DEPARTURE	5.17'	MARK/LIGHT
331	ROAD +15'	23.11'	15.00'	38.11'	RUNWAY 15 DEPARTURE	-62.70'	N/A
332	ROAD +15'	23.40'	15.00'	38.40'	RUNWAY 15 DEPARTURE	-73.91'	N/A



**NOTES AND SOURCES**

1. THE SITE PLAN AND LINE WORK IS BASED ON THE SNOHOMISH COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS)
2. OBSTRUCTION DATA FROM AGIS SURVEY PRODUCED BY WSP (6/30/2016)
3. ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

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HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES: R.L.B.  
DR: R.L.B.  
CH: S.V.B.  
APP: M.C.L.

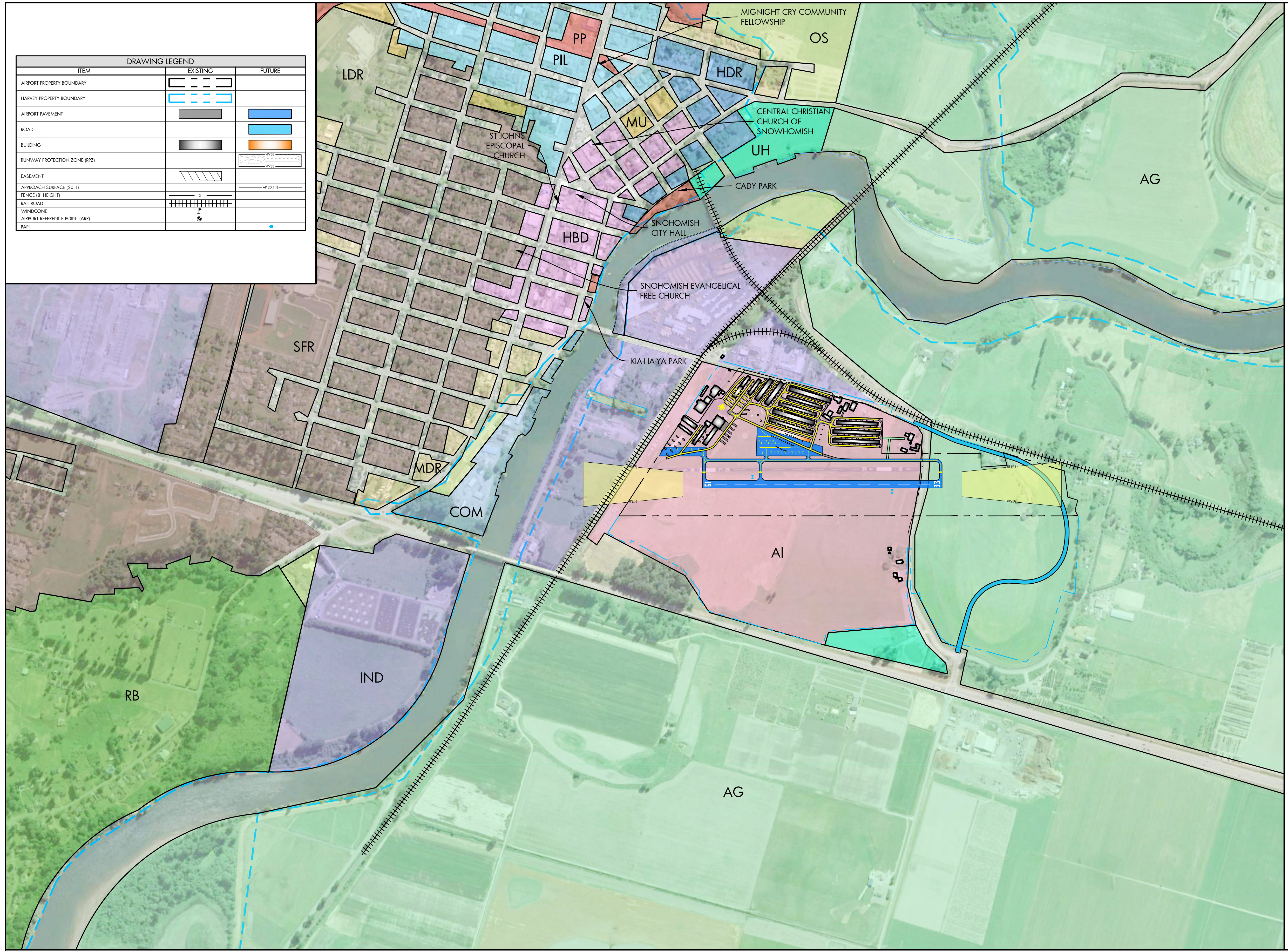
ISSUE RECORD			
NO.	BY	DATE	DESCRIPTION

AIRPORT  
LAYOUT PLAN

**RUNWAY 33 DEPARTURE SURFACE**

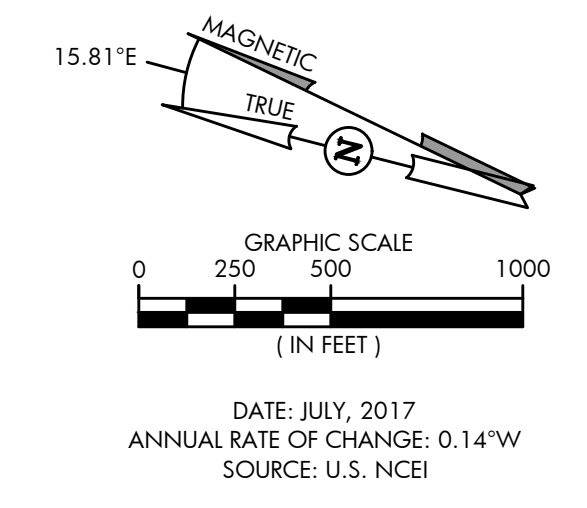
AIP PROJ. NO. 3-53-0070-003-2014  
JVIATION PROJ. NO. 2014.S43.01  
DATE: SEPTEMBER 2018

SHEET NO.  
18 of 20



DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		
HARVEY PROPERTY BOUNDARY		
AIRPORT PAVEMENT		
ROAD		
BUILDING		
RUNWAY PROTECTION ZONE (RPZ)		
EASEMENT		
APPROACH SURFACE (20:1)		
FENCE (8' HEIGHT)		
RAIL ROAD		
WINDCONE		
AIRPORT REFERENCE POINT (ARP)		
PAPI		

LAND USE LEGEND	
	SFR SINGLE FAMILY
	LDR LOW-DENSITY RESIDENTIAL
	MDR MEDIUM-DENSITY RESIDENTIAL
	HDR HIGH-DENSITY RESIDENTIAL
	PIL PILCHUCK DISTRICT
	COM COMMERCIAL
	HBD HISTORIC BUSINESS
	MU MIX USE
	IND INDUSTRIAL
	AI AIRPORT INDUSTRY
	UH URBAN HORTICULTURE
	PP PARKS
	OS OPEN SPACE
	RB RURAL BUSINESS
	AG AGRICULTURAL
	100 YEAR FLOOD PLANE



NOTES AND SOURCES	
1.	THE SITE PLAN AND LINE WORK IS BASED ON THE SNOHOMISH COUNTY GEOGRAPHIC INFORMATION SYSTEM (GIS)
2.	ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88
3.	LAND USE INFORMATION COMPILED FROM ARCGIS WEBSITE <a href="https://www.arcgis.com/home/webmap/viewer.html">HTTPS://WWW.ARCGIS.COM/HOME/WEBMAP/VIEWER.HTML</a> LAST MODIFIED AUGUST 29, 2018

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HARVEY FIELD  
SNOHOMISH, WASHINGTON



DES:	R.L.B.
DR:	R.L.B.
CH:	S.V.B.
APP:	M.C.L.

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT SERVICED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

AIRPORT  
LAYOUT PLAN

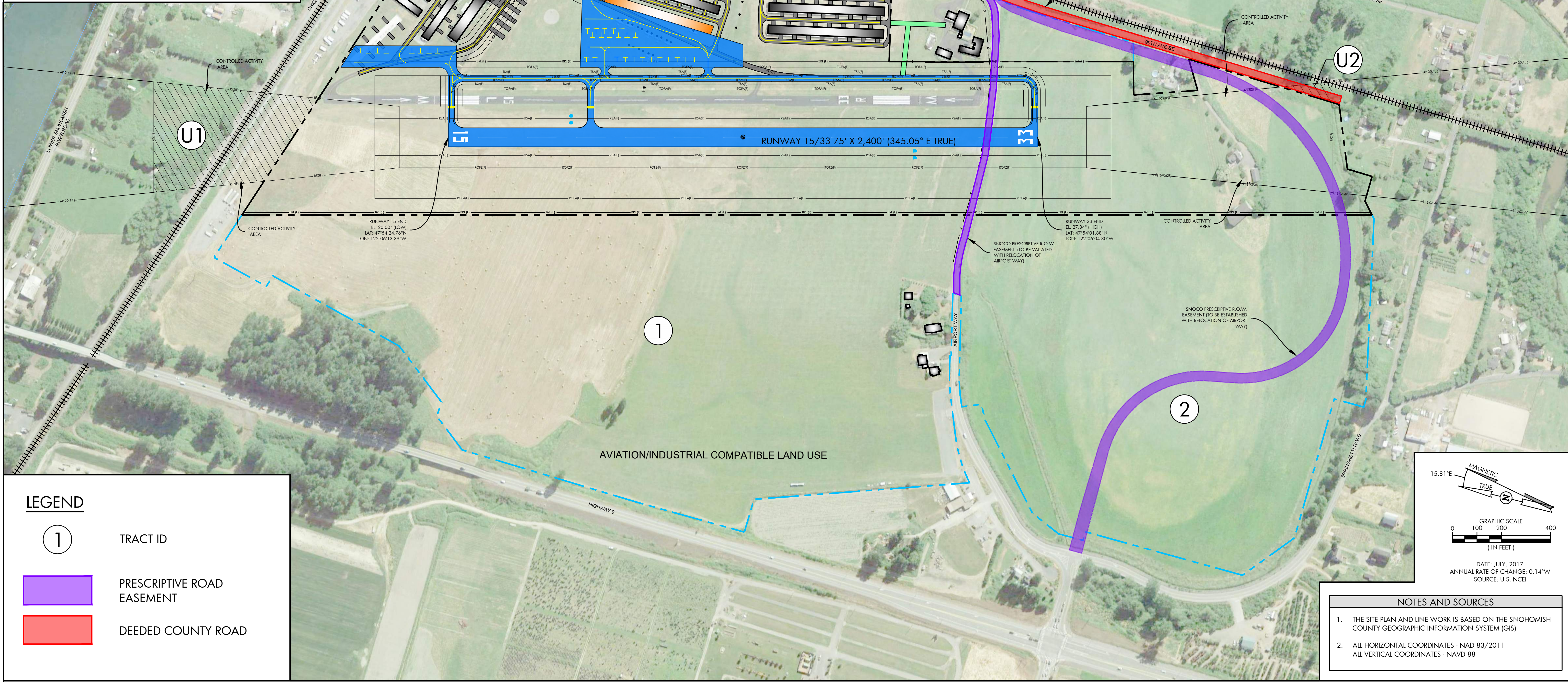
LAND USE PLAN

SHEET NO.  
19 of 20

AIP PROJ. NO. 3-53-0070-003-2014	JVIATION PROJ. NO. 2014.543.01	DATE: SEPTEMBER 2018
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DRAWING LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY		
HARVEY PROPERTY BOUNDARY		
AIRPORT PAVEMENT		
ROAD		
TURF TAXIDWAY		
BUILDING		
RUNWAY PROTECTION ZONE (RPZ)		
EASEMENT		
BUILDING RESTRICTION LINE		BL 35(F)
RUNWAY OBJECT FREE AREA (ROFA)		ROFA(F)
RUNWAY SAFETY AREA (RSA)		RS(A)F
TAXIDWAY OBJECT FREE AREA (TOFA)		TOFA(F)
TAXIDWAY SAFETY AREA (TSA)		TS(A)F
TAXIDWAY EDGE SAFETY MARGIN (TESM)		TESM(F)
OBJECT FREE ZONE - RUNWAY (OFZ)		OFZ(F)
APPROACH SURFACE (20:1)		AS 20:1(F)
FENCE (8' HEIGHT)		
RAIL ROAD		
WINDCONE		
AIRPORT REFERENCE POINT (ARP)		
PAPI		

AIRPORT PROPERTY TABLE						
EXISTING AIRPORT PROPERTY ACQUISITION						
TRACT/PARCEL	CURRENT PROPERTY OWNER	DESCRIPTION OF ACQUISITION	ACREAGE	PROPERTY INTEREST	DATE ACQUIRED	FEDERAL PROJECT NO.
TRACT 1	HARVEY FIELD	FEE SIMPLE OWNERSHIP	145	OWNER	1859	NONE
TRACT 2	HARVEY FIELD	FEE SIMPLE OWNERSHIP	72	OWNER	2002	NONE
FUTURE AIRPORT PROPERTY ACQUISITION						
TRACT U1	N/A	EASEMENT	4.65	OWNER	N/A	N/A
TRACT U2	N/A	EASEMENT	0.21	OWNER	N/A	N/A



LEGEND	
	TRACT ID
	PRESCRIPTIVE ROAD EASEMENT
	DEEDED COUNTY ROAD

NOTES AND SOURCES	
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2.	ALL HORIZONTAL COORDINATES - NAD 83/2011 ALL VERTICAL COORDINATES - NAVD 88

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HARVEY FIELD  
 SNOHOMISH, WASHINGTON

DES: R.L.B.	ISSUE RECORD			
	NO.	BY	DATE	DESCRIPTION
DR: R.L.B.				
CH: S.V.B.				
APP: M.C.L.				

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AIRPORT  
 LAYOUT PLAN

AIRPORT PROPERTY MAP		
AIR PROJ. NO. 3-53-0070-003-2014	JVIATION PROJ. NO. 2014.543.01	DATE: SEPTEMBER 2018
SHEET NO.		20 of 20