



Harvey Field Airport

Planning Advisory Committee & Public Open House

April 1, 2015

Comment Responses

In an effort to respond to comments received at both the Planning Advisory Committee (PAC) meeting and Public Open House, both held on April 1, 2015, comments have been consolidated into overarching themes. The number of comments received on each topic is reflected in parentheses following the comment.

1. Concerned that Airport Way will be closed. Any changes need to consider traffic flow and businesses. (3)

The Master Plan is reviewing alternate alignments for Airport Way that would accommodate the runway and standard safety areas as well as a clear approach to the runway. The intent is not to close Airport Way as we understand the access needs for businesses along the corridor. Alternatives will be presented at the next scheduled community open house (date to be advertised).

2. The need for a rotating beacon was addressed at one of our meetings. Did not see any reference on airfield lighting and navigational aids board. (1)

A rotating beacon has been purchased by the airport and installation plans are being formulated.

3. Has anyone contacted property owners where trees present a hazard to landing aircraft?

The airport regularly reviews the approaches to ensure safe operations. The surveying currently being done is to make sure we identify exactly which trees are obstructing the approach surfaces as defined by 14 CFR Part 77, *Safe, Efficient, Use, and Preservation of the Navigable Airspace*. Keeping the approaches clear and the survey to support that effort are part of responsible airport operations. Once a review of the survey is complete, property owners where trees present a hazard to aircraft landing and taking off will be notified.

4. I recommend working with downstream districts early and often. (1)

The consulting team and airport appreciate your recommendation about working with other flood control districts. An effort will be made to reach out to other districts to understand their concerns over any proposed development at Harvey Field.

5. Please remove jargon and abbreviations from presentations/boards, i.e. GA, as it is distancing. (2)

Thank you for your suggestion. Future presentations and materials will explain technical terms and write-out acronyms.

6. The board titled “Displaced Threshold” was very instructive. The “Airport Overview” board was also helpful as you were able to see where all the based aircraft were stored. (1)

Thank you for your comment as it is very helpful to gain an understanding of what boards truly resonate with the community.

7. Operations Forecast graphic – Recommend clarification of the definition of an “operation”. (2)
Also, if available, it would be interesting to see historical data, i.e. from 1980s/1990s. (1)

An aircraft operation is either a take-off or a landing. We will be sure to include the definition in future presentations.

The FAA’s Terminal Area Forecast (TAF) provides operation data back to 1990; however, it should be noted that the information is general and not specific. The TAF may be found here: <http://aspm.faa.gov/apowtaf/>.

8. Evidence points to needing a longer and wider runway as well as other improvements. The big question is can that be done without taking out Airport Way and increasing noise impacts to the city? Can we line up a new runway heading more northwest/southeast? (1)

The current alignment of Airport Way requires the existing runway threshold to be displaced to accommodate the necessary safety areas as well as to provide the necessary vertical clearance over the road. Alternatives to accommodate a potentially longer runway to meet the needs of the aircraft operating at Harvey Field today and projected to operate there in the future would require a realignment of Airport Way. Runway alignment will also be considered as it may be necessary to shift the existing alignment to accommodate clear approaches, Airport Way alignment, etc.

9. Harvey Field is used for search and rescue training, medivac, law enforcement, and military training operations. These uses should be included in the presentation. (2)

Thank you for your comment. The use of Harvey Field for these important operations will be considered in the Master Plan text as well as future presentations.

10. Should the first board note that the master plan is needed to enable grant funding by the Federal Aviation Administration (FAA)? (1)

The primary goal of an airport master plan is to provide guidance for future airport development. And yes, secondarily, the FAA requires a current airport master plan for the airport to remain eligible for federal grant funds.

11. Should it be noted that the “larger aircraft” will likely be operating at lighter weights? (1)

The “larger aircraft” currently operating at the airport are operating at less than maximum gross weight due to the runway length and obstacles located at both ends of the runway. Maximum gross weight is dependent upon fuel load, passengers, and cargo as well as environmental conditions.

The future runway length determined to be feasible will seek solutions and alternatives that meet Federal Aviation Administration’s (FAA) safety and design standards for aircraft currently operating at Harvey Field.

12. Possible to use less grandiose ODALS picture and state LED lighting will be considered for green goodness? (1)

Thank you for your comment. The ODALS picture simply represented an example. LED lighting can certainly be considered for the various proposed lighting needs.

13. “Development occurs in a manner that is reflective of the community’s values and goals.” There is a strategic plan for the city that City Council, staff, and citizen committees use to direct and inform them. It would seem like a document that the PAC should have at least a basic understanding about. (1)

We have obtained a copy of the document and will distribute it to the PAC members.

14. Nicely done presentation. The exhibits were excellent. Questions I heard were mostly noise and flood concerns. Some comments on road placement and exact runway placement. Road costs also surfaced. Many seemed very focused on their personal biases. (1)

Thank you for your comment. We are addressing individual comments as posted here.

Alternative development will soon be underway and feasible alternatives will be presented at the next community open house (to be advertised once scheduled).

15. We are all for the expansion of the airport. Anything that will help boost the economy, employ more people, and possibly get zoning back for industrial, etc. is favored. (1)

Thank you for your comment, Harvey Field appreciates your support!

16. I think the presentation was good but I’m familiar with the issue and intent of the planning commission. Town folks may need help with all the boards. (1)

The community open house was attended by multiple consultant and airport staff to walk the public through the presentation and offer the opportunity to ask questions.

17. Having lived a ½ mile north of the airport for 20 years, my main concern and frustration, as is our neighbors, are the repeated attempts about noise control. Part of it (or most of it) comes from skydiving planes that fly low over our neighborhood frequently. Nothing seems to change for more than a week or a day when we call. (1)

Airport management is aware of the community's concern about noise stemming from aircraft operations. Due to the location of the airport and runway alignment aircraft operations close to residential areas are unavoidable. However, airport management truly appreciates calls from neighbors who feel aircraft are operating outside of the noise abatement procedure or even within it. A discussion is on-going about the possibility of making some changes to the voluntary procedure and an on-going dialogue with the community is a key component. Signage on the noise abatement procedure is posted in key locations on the airport and also on the website. The procedure is distributed to all new pilot tenants and transient pilot visitors and is also regularly broadcast over the Unicom traffic advisory radio.

18. Everything looks as if it is moving along nicely. I think what you are doing is great and I hope it goes smoothly! (1)

Thank you for your comment!

19. We need a strong, viable regional airport. It needs to grow to support local needs. It would be a good thing to have access to flights to Spokane, Bellingham, Port Angeles, etc. without having to fight traffic to Seattle. A strong airport pays taxes into the community and provides badly needed employment to local families. (1)

Thank you for your support of Harvey Field and its contribution to the community and region. Although Harvey Field will continue to support the general aviation need in the community and region, plans to develop the airport into a commercial service airport are not under consideration in this planning process.

20. I am very happy to see that the airport master plan is finally moving forward. I see this as a very positive direction that will ultimately benefit all businesses and the surrounding area. (1)

Thank you for your comment and support of Harvey Field!

21. Good quality graphic supporting materials and energetic presentation. The proposed objective(s) and approach to achieve results appears to be focused, realistic, and measurable. Long-term prospects are good with the caveat that an expansion of services (hangars, flight school, maintenance, etc.) will need to occur to make the facility sustainable. (1)

Thank you for your comment and support of Harvey Field. The Master Plan is looking at all aspects of airport development as part of the long-term plan and viability of the airfield.

22. Ensure that there is adequate expansion space for skydiving operations. (1)

Sky diving operations are a key component to the success of Harvey Field and airport management will ensure the long-term viability of the operations.

23. Interested to hear what if any considerations need to be made regarding movement of power lines. (1)

The alternative analysis will be initiated in the near future. The power lines will be a consideration in the proposed length and alignment of the runway. It is preferred that the power lines remain in their current location.

24. The long-term strength of any community is correlated with the growth and strength of its airport and flight school. The airport is poised to facilitate training of both recreational and commercial pilots. In the penumbra of Boeing, sustained and planned growth of Harvey Field is sensible and necessary. (1)

Thank you for your comment and support of Harvey Field!

25. I support small unique airfields like Harvey Field and improvements to make them desirable to pilots and surrounding community. I like the idea of lighting improvements, ASOS, illuminating approach/departure hazards, and taxiway safety. (1)

Thank you for your comment and support of Harvey Field! Safe and efficient operations are a key component of this Master Plan and alternatives will be identified to include lighting improvements, clear approaches, and standard safety areas.

26. How does selection of alternatives occur? Preferred alternative? This implies an alternative to a current goal. What is the goal? (1)

The alternatives analysis in a master plan document is built from the needs identified in the facility requirements. Based upon the determined needs, alternatives are identified to meet those needs to the extent practicable and feasible. Several alternatives will be identified to meet these needs as well as fit in with the values and goals of the community and airport. Each alternative will be ranked based upon evaluation criteria. These criteria will consider both qualitative (subjective) and quantitative (objective and verifiable).

The goal of this Master Plan is to develop a 20 year plan that meets the current and future demands of the airport while ensuring safety and design standards are met and orderly development occurs in a manner that is reflective of the community's values and goals.

27. What is an Airport Layout Plan? (1)

An Airport Layout Plan (ALP) is a specific drawing that focuses on proposed improvements. It depicts features unique to the airport as well as various construction projects and future plans, like a blue print. The broader term "Airport Layout Plan Drawing Set" is used to describe several pages of drawings that serve as a graphical representation of a wide range of information and details related to airport facilities, proposed development, airspace, land use concerns, and property holdings. Drawing sets are prepared in accordance with strict Federal Aviation Administration (FAA) guidelines.

28. I would like to see more promotion of airport to downtown access. Get businesses excited about more people flying into Harvey and going downtown. (1)

This idea is certainly something that airport management and the City of Snohomish can work together to promote. The Master Plan can make note of the desire to have better access to and from the airport to downtown; however, specific development plans are outside the scope of the Master Plan document as it is focused on development within the airport boundaries.

29. Our neighborhood must be considered when planning for airport expansion (Covington Court and South Ludwig). These neighborhoods were not existent when flight paths were developed. Presently, about 70% of airplanes landing/taking-off fly right over our houses. (1)

A noise abatement procedure was developed to help alleviate aircraft noise over residential areas neighboring the airport.

The Master Plan is developing alternatives which will look at runway alignment and length and proximity to the downtown area will be considered and a noise focus group has been formed to address the community's concerns.

30. I was glad to finally have you reveal the "target design". I think it should have been provided earlier. People have imagined far worse designs and have prepared to get hostile which will not make credibility and negotiation better. (1)

The presentations held on April 1st were the first opportunity to present the facility requirements and target design to the community as it was not previously available. The Master Plan is completed in such a way that builds upon each section. Facility Requirements were completed following the completion of the Aviation Demand Forecasts.

31. Final runway design should allow aircraft to operate in and out of the airport at maximum performance safely, and not limited performance (i.e. full effective runway length). (2)

The safe and efficient operation of aircraft is a priority and alternatives considered will definitely evaluate these items. Meeting the Federal Aviation Administration's (FAA) design criteria is a key component of our analysis. These criteria take into account runway length, width, safety areas, and approaches.

32. Hydrological impacts need to be fully addressed and “explainable” to the community. (1)

A preliminary analysis of hydrologic impacts will be conducted for feasible alternatives. This information will be presented in a clear and concise format to the community.

33. The community fears of increased traffic and larger aircraft need to be put to rest. (2)

The open house presented the forecast of operations for Harvey Field and the Aviation Forecast Chapter will be available on the project website (www.harveyfield.com) in the near future. Aircraft using Harvey Field today and those projected to use the airport in the future are the same as presented. This information will also be available on the project website within the Master Plan document chapters.