



Pilot Focus Group

March 31, 2015
8:30 AM – 10:00 AM

Meeting Minutes

Attendees:

Dennis Butterfield, Harvey Field/Based Pilot
Terry Chamberlain, Harvey Field/Based Pilot
Melanie Hancock, Snohomish Flying/Based Pilot
Eric Johnson, Washington State Department of
Transportation (WSDOT)
Tom Nesko, Harvey Field, Noise Program
Manager

Russ Ogle – Harvey Field/Based Pilot
Tim Porter – Harvey Field/Based Pilot
Richard Ren – Harvey Field, Chief Instructor
Don Spencer – Harvey Field
Dave Weber – Experimental Aircraft Association
(EAA)

Aviation Staff:

Hilary Fletcher
Donna Taylor

Colleen Cummins
Renee Dowlin

Welcome:

Hilary Fletcher opened meeting and thanked everyone for attending and asked all attendees to introduce themselves.

Following the introductions, Hilary gave a brief overview of the Master Plan and its purpose, noting it was a 20 year plan to guide the airport's development to meet both airport and community needs as well as the airport's vision. The Master Plan was kicked-off in fall 2014 and we are wrapping up what is known as the investigative phase -airport inventory, aviation forecast, and facility requirements.

The process includes a Planning Advisory Committee (PAC) that is made up of a diverse group of locals including neighbors, pilots, businesses, and agencies. The PAC was created to help guide the plan to meet the airport and community needs. The first PAC was held in December 2014 and a second PAC meeting is scheduled for tomorrow evening. Following the PAC meeting the first community open house will be held at 6:30. Hilary encouraged all to attend and help spread the word to friends and family as public input and participation is critical to the process.

The PAC meeting and open house will review the inventory data, aviation forecast, and initial facility requirements. The next stage is the solutions phase which will review alternatives. As Harvey Field is a difficult site due to floodplains and proximity to City of Snohomish, preliminary engineering will be accomplished as part of the alternative analysis process as we want to ensure the projects proposed are feasible.



Hilary also noted that information on the Master Plan is located on the website, www.harveyfield.com and all documents related to the Master Plan will be posted as process moves along.

Three other focus groups are meeting today as well to discuss other topics – business, noise, and water/floodplain.

Pilots were asked to come today to answer three questions:

1. What do you like about facility and what do you want seen carried forward into the future?
2. What do you want to see done differently/changes in the future?
3. What do you see as long-term goals/plans?

Participant asked what is the FAA's stake at Harvey Field as it is a private field.

- Donna responded that the Federal Aviation Administration (FAA) made private airfields eligible for funding in busy metro areas to support general aviation (GA) airports around large hub airports so GA pilots would have an option. These airports are known as reliever airports and Harvey Field meets reliever status.

Do the funds have same strings attached as other public-use airports?

- Yes, they do. All FAA grant assurances apply.
- It is important to note that the Owner/Sponsor of an airport always has the discretion of when and if to build, i.e. if on Capital Improvement Plan (CIP) and on Airport Layout Plan (ALP) doesn't mean it has to get done.

Donna noted that Kandace Harvey is really motivated to see the long viability of this airport. The Master Plan is really an important document to see what improvements are viable and feasible. Your interest as a pilot group is critical to the process.

What do you like about facility and what do you want seen carried forward into the future?

- Hangars – amount and affordability
- Hometown feel/Environment - accessibility; restaurant; viewing field; neighborhood feel
- Grass runway
 - Would consider moving elsewhere if not available
 - It was noted that you can always land next to a paved runway even if not designated as a grass strip
 - Use almost exclusively when open
 - Wish open longer during year
 - More in character with my plane and how I see myself as a pilot
- Diversity - Parachutes/Helicopters – add to character
- Access – bring people in, rather than push people out
- Maintenance –
 - ability to do maintenance in hangars
 - important to keep maintenance facility on field
- Non-towered airfield
- Two runway capability – grass/paved
- Experimental Aircraft Association (EAA) activity



- Runway length – perfectly fine; if extended then we will just have additional complaints
 - Existing Master Plan shows displaced thresholds being eliminated and not adding thousands of feet to pavement. A runway length of 2,400 feet with clear approaches was proposed.
 - The existing Master Plan used design criteria for aircraft in category A-I. Since that time the class/category of aircraft using Harvey Field has changed. The most demanding aircraft is a category B-II which changes the standards. The previously proposed 2,400 foot runway does not meet the current need.
- Restaurant

Looking at all the items we have listed, we have a great facility, so why are we doing this again?

- As stated previously, the last Master Plan was completed for category A-I aircraft, and the aircraft type using Harvey Field (well over 3,000 annual operations) has changed from an A-I to B-II. (King Air, TBM 700, Twin Otter, Turbine Kodiak and Caravan 208B).
- This is also a 20 year plan so always looking at ways to enhance and improve and looking at the small increase projected in forecast it will be necessary to make a few adjustments to accommodate growth.
- Meeting FAA standards and being able to receive 90% funding would be huge to this airfield in terms of maintaining pavements, etc.
- Safety concerns are also important – approaches obstructions – high priority to get clear approaches

What do you want to see done differently/changes in the future?

- Concern of FAA regulations
 - existing requirements about not storing RVs, boats, cars, etc. in hangars
 - have heard quite a few complaints from pilots due to that activity occurring at Harvey Field
 - Harvey Field has shade hangar not used for aircraft due to size/condition; if converted to enclosed hangars it would be extremely beneficial to airport
- Improved fuel facility
 - fuel containment needs to be done to meet current requirements
 - existing tanks are double-walled
 - currently sits in a hole and have to nose in; would be nice to pull into it; cannot fill both tanks w/o pump timing out.
- Price of fuel/incentives
 - an airport made fuel least expensive in state and only made a couple cents per gallon but brought business to field b/c pilots came to get fuel; went out of their way to get fuel
- Runway lights
 - Improvement
- Accessibility to downtown Snohomish
 - add sidewalk, etc.
 - pilots would more likely fly here if had easy access to downtown; Friday Harbor is much further to walk but folks do it as access is easy
- More standardized runway – width/length
- Consistent runway surface – smooth/level



- Remove obstructions
 - evergreen, poplar – trees keep growing so we have to keep adjusting
 - fence and road
 - power lines – consider placing underground
 - it would be safer for transient pilots and the more of them that operate here the more affordable it is for based pilots
- Airfield lighting
- VASI/PAPI installation
- Improved safety for night operations
- Rotating Beacon
- Enhance grass runway – improve drainage so can be open longer during year
- Better awareness tools on noise abatement program/signage
- Better awareness of sky diving operations/parachute activity for transient pilots
- AWOS (Automated Weather Observing System) installation
- Community events – bring back Corn Feed
- Bathroom facilities for pilots/transients – additional locations
- Hangar upgrades
 - moisture/condensation in hangars – improved moisture barrier
 - hangars located in floodplains are of concern
- Taxiway/taxilanes to all hangars

Discussion ensued regarding obstructions and history.

- It was noted that it is amazing we haven't had more issues. How far has study gone to improve? Donna responded that we are just starting down that path but the number one priority is clear approaches. We want to be assured that viable alternatives are rolled out to community.
- Pilot stated he'd been flying here for 50 years and doesn't think it is dangerous.
- Those of us who have been flying here for years know the conditions but pilots who have not or are not local are not as familiar with existing conditions.
- Donna stated it is interesting how risk adverse aviation activity is; we are not just talking about people flying but also everyone on the ground. When Kandace is talking about ensuring the long-term viability of this airport she is looking at every avenue of what makes it safe; you cannot do anything about a pilot operating incorrectly but when combine with an airport that doesn't meet FAA standards it compounds the problems. Safety is a huge piece of equation to ensure this airfield is viable into the future. We understand this community doesn't want a Paine Field "east" but they do want a safe airfield.
- Comment made that they appreciate Kandace's vision of long-term viability which includes removing obstructions so all runway is useable.

Long-term Plans:

- Keep what we have
- Don't screw up the airport – it's here, we like it, don't make so many changes that the community gets upset and may make airport close
- Removal of boats/RVs and replace with hangars for airplanes

HARVEY FIELD AIRPORT
SNOHOMISH, WA

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Closing:

Hilary thanked everyone for coming and expressing their concerns, issues, and compliments. She also encouraged everyone to attend the open house at 6:30 PM on Wednesday, April 1st.