

# Harvey Field

9900 Airport Way Snohomish, WA 98296



Harvey Field is 2 blocks south of the City of Snohomish Central Business District in the Snohomish River Valley of the Puget Sound Region. Harvey Field, built in 1944, is on the Harvey Family Homestead which was settled in 1859. Its first Balloon Flight was in 1908 and first powered airplane flight was 1911. Today it is an FAA Designated Reliever and State Regional transp. component with services for transient and based pilots and active Skydiving, Ballooning, Flight Training and Air taxi ops.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

## AIRPORT CHARACTERISTICS

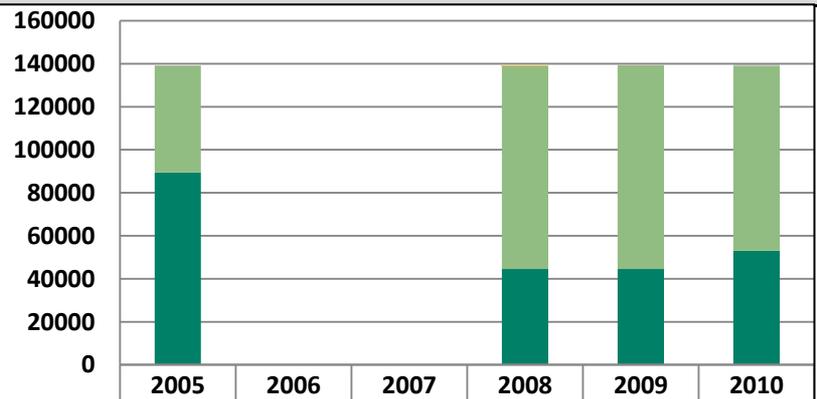
Location		Service Classification		Approach	
Legislative Dist:	44	Federal:	Reliever Airport	Airport Elevation:	22
Associated City:	Snohomish	State:	Regional	Approach Category:	A: < 91 knots
County:	Snohomish				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Privately Owned	Number:	2	FAA:	IIA
Owner:	K. Harvey Owner/ C Hendrick	Type(s):	Asphalt, Turf	Description:	DeHaviland Twin Otter & Cessna 421

## AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 11/30/2011			
Agricultural Spraying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jet 2
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine 4
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 296
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 4
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 1
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ultralight 4
Aerial Tours	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Seaplane 4
Civil Air Patrol	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Total 315</b>
Cargo Activity	<input type="checkbox"/>		<b>Fixed Based Operators</b>
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 12/29/2010
Commercial Carrier Activity	<input checked="" type="checkbox"/>		No. of FBOs 1
			<b>Number of Cargo Carriers</b> -
			<b>Total Cargo Volume (Tons)</b> -
			<b>Ground Transportation</b>
			AIS Last Updated: 12/29/2010
			Bus Service <input checked="" type="checkbox"/>
			Taxi Service <input checked="" type="checkbox"/>
			Marine Service <input type="checkbox"/>
			Rail Service <input checked="" type="checkbox"/>
			Shuttle Service <input checked="" type="checkbox"/>
			Limo Town Car <input checked="" type="checkbox"/>
			Other Ground Transportation <input checked="" type="checkbox"/>

## Comparison by State Classification Take Offs and Landings (Operations)

Airport	Classification		2005	2006	2007	2008	2009	2010
	Low	High						
Based Aircraft	315	5 658						
Operations	139,500	4,254 142,000						
<b>Commercial Enplanements*</b>								
2010							100	
2009							-	
2008							-	
*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.								
<b>Fuel Service</b>								
80 LL	<input type="checkbox"/>							
100 LL	<input checked="" type="checkbox"/>							
MoGas	<input type="checkbox"/>							
Jet A	<input checked="" type="checkbox"/>							
Helicopter Fuel	<input checked="" type="checkbox"/>							



	2005	2006	2007	2008	2009	2010
Military Itinerant	74				55	75
Military Local	0			74	0	0
Commercial Air Taxi	50			50	45	350
Commercial Air Carrier	0			0	0	0
General Itinerant	49,524			94,629	94,629	86,035
General Local	89,512			44,561	44,561	53,040

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## Airport Businesses and Visitors

**Economic and Fiscal impacts** calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



**NOTE: All impacts are shown in 2010 dollars.**

## ECONOMIC IMPACTS

### AIRPORT BUSINESSES

- Counties in Impact Region:** Snohomish
- Direct Jobs:** Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
- Direct Labor Income:** Estimated income paid to the Direct Jobs located on the airport footprint.
- Direct Output:** Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
- Indirect/Induced Impacts:** Increases in regional impacts from the local re-spending of direct dollars.
- Total Impacts:** The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

### Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	199	44	243
Labor Income	\$ 3,900,000	\$ 1,700,000	5,600,000
Output	\$ 9,700,000	\$ 5,200,000	14,900,000

### VISITOR SPENDING

- Impact Region:** Washington State (once visitors land they may spend their money throughout the state).
- Total Visitor Spending:** Estimated total annual spending by visitors traveling through this airport.
- Direct Jobs:** Estimated jobs supported by the total estimated visitor expenditures.
- Direct Labor Income:** Estimated income paid to the Direct Jobs supported by visitor expenditures.
- Direct Output:** Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state).
- Indirect/Induced Impacts:** Increases in regional impacts from the local re-spending of direct dollars.
- Total Impacts:** The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

### Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	\$ 5,798,600				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	58	30	88	94,000	0.09%
Labor Income	\$ 1,600,000	\$ 1,400,000	\$ 3,000,000	\$ 3,311,700,000	0.09%
Output	\$ 4,900,000	\$ 4,300,000	\$ 9,200,000	\$ 10,160,600,000	0.09%

## FISCAL IMPACTS

### Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 1,600	\$ 42,000	\$ 104,000	\$ 443,000	\$ 590,600
Visitors	\$ 42,000	\$ 44,000	\$ 43,000	\$ 281,000	\$ 410,000
<b>Total</b>	<b>\$ 43,600</b>	<b>\$ 86,000</b>	<b>\$ 147,000</b>	<b>\$ 724,000</b>	<b>\$ 1,000,600</b>

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax, State and Local Utility Taxes, Rental Car Tax, and Lodging Tax.  
Special Districts include Transit, Schools, Hospitals, Fire, EMS, Parks, Ports, Utilities, and others.

# Data Sheet A: Airport Footprint Map

The analysis of economic activity on each airport is based on an airport footprint boundary. The airport boundaries are composed of property owned or leased by the airport.

**Through-the-fence Connections.** In rare cases, additional properties with physical connections to the airport and aviation-dependent activity are included in the footprint. These properties are considered “through-the-fence” connections and are indicated on footprint maps shaded in red. Examples of these connections include Boeing’s aircraft manufacturing operations at some airports and rural airparks that have direct connections to an airport.

When reviewing your airport footprint map, keep in mind that some footprints will show rights-of-way and other irregularities that do not affect the underlying analysis.

**Exhibit 1**  
**Airport Footprint Map**

