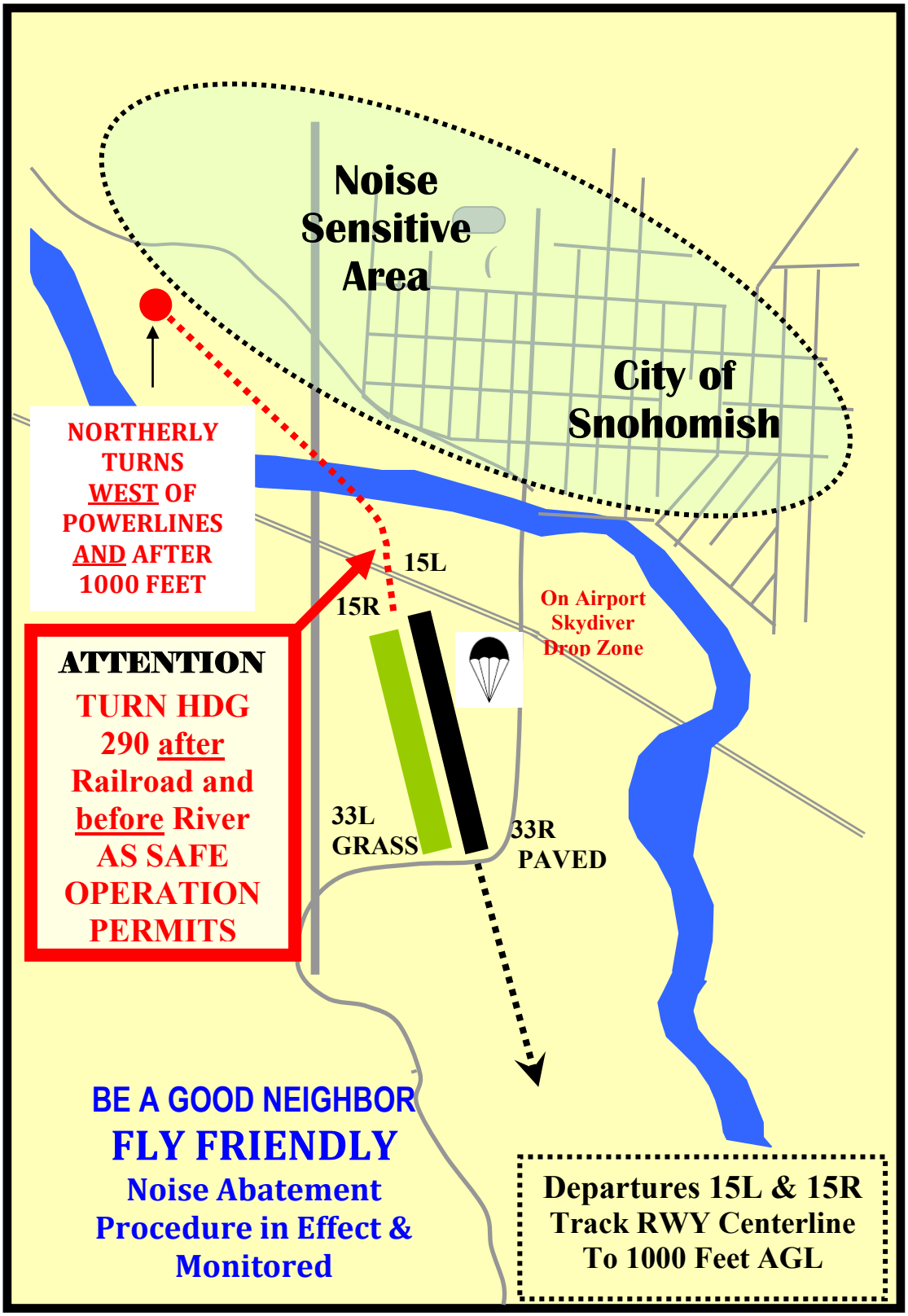
NOISE ABATEMENT

HARVEY FIELD DEPARTURES



DEPARTURES

Both Runways:
Reduce Power as safety and performance capabilities allow.

RWY 15L/R:
Track runway centerline until reaching 1000 ft. Preferred calm wind RWY

RWY 33L/R:
Turn HDG 290 as safe operation allows.

NO RUN-UP at residences

ARRIVALS

Both Runways:
All Traffic Patterns West
Final Approach Centerline to RWY

RUNWAY USE

Touch and Go and Stop and Go operations are not recommended.

FIELD ELEVATION 22 FEET MSL

ACTIVE Skydiver Drop Zone east of paved runway. Parachutes can be either side of the runway above 1000 feet AGL

MONITOR UNICOM 123.00

There is no substitute for alertness in the vicinity of "Non-Towered" Airports.

SAFETY IS PARAMOUNT

FAA rules, weather and safety considerations may at times require deviation from these suggested procedures.

PATTERN ALTITUDE 1000 FT MSL - TURBOPROPS 1500 FT MSL

HARVEY FIELD ELEVATION 22' Unicom 123.00

HARVEY FIELD NOISE & SAFETY PROCEDURES

INTRODUCTION:

It is understood that safety considerations, weather and FAA rules may at times require deviation from these procedures. Safety is PARAMOUNT. While following the noise abatement procedure for runways 33L/R over-flight of the city and residential area on Avenues I and J should be avoided when safe operation permits. When departing Runways 33L/R, climb straight ahead, tracking the extended RUNWAY CENTERLINE and turn to a heading of 290 degrees "after" crossing the railroad tracks and "before" the river as safe operation permits. When departing the airport traffic area on the left "45" off runway 33L/R, pilots are to remain north of the river/railroad. Arrival traffic inbound on the "45" for runway 33L/R should remain south of the railroad tracks to avoid departing traffic. No northerly turns until west of the power lines and above 1000 ft.

While departing to the south simply follow the recommendations of the FAA Aeronautical Information Manual. Section 4.3.2 (c) states, "Departure Leg" - The flight path begins after takeoff and continues straight ahead along the extended runway centerline. The departure climb continues until reaching a point at least ½ mile beyond the departure end of the runway and within 300 feet of the traffic pattern altitude." When departing runways 15L/R, climb straight ahead, tracking the extended RUNWAY CENTERLINE until reaching 700 feet before turning on the crosswind if remaining in the pattern, and 1000 feet before turning on course if departing the pattern. Remember a measure of good piloting skill is the ability to maintain a straight track after takeoff. *Obviously, this is an important skill when operating at parallel runways such as Paine Field and Harvey Field, for example*. Also, an early turn or drift to the west after takeoff can lead to a nose-to-nose confrontation with traffic inbound on the "45" over or near the county maintenance facility.

THE LOCAL SITUATION:

Successful airports must value and maintain good relations with their neighboring community. This relationship will continue to benefit Harvey Field as well as the City of Snohomish. Pilots strive to enhance and build good relations with fellow aviators. This practice should not be exclusive to those who share our passion for aviation but should also include the neighbors of Harvey Field. With this in mind we must make every attempt to educate the pilot community on the HF noise abatement procedures. We MUST always be considerate and concerned.

Adherence to the noise abatement procedure for runways 33L/R and 15L/R will continue the difference that pilots are making in maintaining quieter skies for the residents of Snohomish. When the turn to 290 degrees is made when departing to the north on 33L/R, a pilot increases their distance from the noise-sensitive area, diminishing the impact on residents of Avenues I and J. Likewise, when following the noise abatement procedure after departing runway 15L/R, residents of 111th street to the south are appreciative. Please be courteous and aware of noise concerns and residential areas when departing or landing at Harvey Field.

Through the years the owners and managers of Harvey Field along with individual pilots and pilot groups have been pro-active in educating the pilot community on noise abatement procedures at Harvey Field. The success of this effort has not led us to be complacent. Please continue to follow the published noise abatement procedures and help us to educate other pilots on this issue. Being a good neighbor will protect the future of our airport. Thank you for your cooperation and help.

TO FILE A COMPLAINT CONTACT: noisecomplaint@harveyfield.com

Harvey Field established 1945 **(360) 568-1541** **www.harveyfield.com**

Fly Friendly and be a Good Neighbor