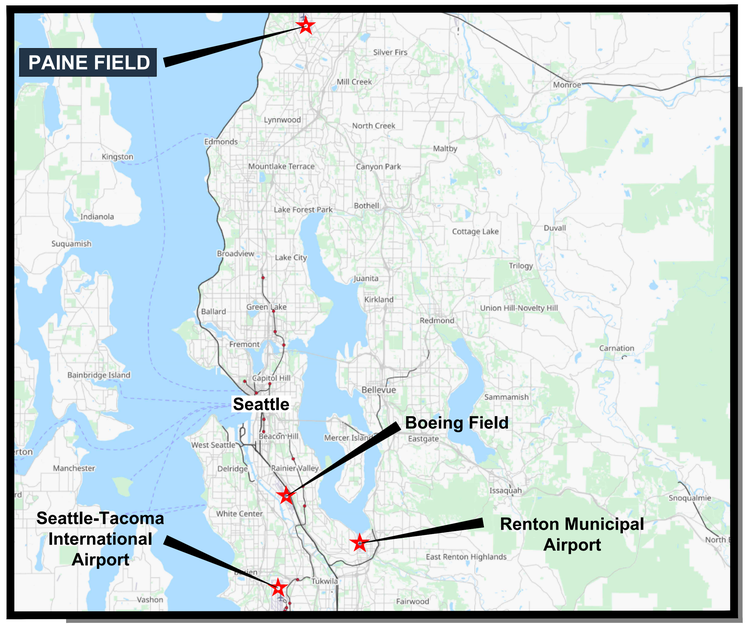
# AIRPORT LAYOUT PLAN
FOR
# PAINE FIELD
Snohomish County, Washington
May 2024




LOCATION MAP
NTS

VICINITY MAP
NTS

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## ALP Conditional Approval

**Snohomish County Airport, Paine Field | (Everett, Washington)**

### Background

The updated Airport Layout Plan (ALP) for the Snohomish County Airport (PAE) represents a change to the airport. This change was developed based on the conclusions of planning study completed over the course of the past 4 years and funded by Grant number 3-53-0028-059-2020. An aeronautical study (no. 2024-ANM-2025-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

### ALP

Major changes in this 2024 ALP from the previous version include:

- Addition of the Future of Flight building (2002)
- Improvements to Runway Safety areas (2002)
- Remodel of Hangar 207 (2008)
- Addition of North Corporate Hangars (2008)
- Addition of Kilo 1 Taxiway (2009)
- Addition of Kilo North (2009)
- Renovation of Taxiway Alpha (2009)
- Addition of a new Fire Station (2009)
- Construction of Commando Road (2009)
- Construction of Bernie Webber Drive (2009)
- Addition of Corporate hangars along Bernie Webber Drive (2010)
- Addition of Korrey Electronics and Collins Aviation buildings (2011)
- Additional of a parking lot for Hangar 3 (2012)
- Addition of the Future of Flight Multi-Purpose Building (2012)
- Rehabilitation of 16R-34L (2012 – 2014))
- Addition of pipeline from Boeing Flightline to Dream Lifter Operations Center (DOC) (2013)
- Addition DOC SME building (2013)
- Addition DOC Bay Shelter (2013)
- Upgrades to C71 Building (2013)
- Reconstruction of 113th PL SW (2013)
- Improvements to Taxiway Alpha Lighting System (2013)
- FOG seal Runway 16R/34L (2018)
- Addition of Bravo Ramp (2018)
- Addition of Commercial Service Terminal by Propeller Aero Services (2019)
- Purchase and Renovation of new administration building (2021)
- Reconstruction of West end of Taxilane Echo (2022)
- Resurface Inner Ramp (2023)

### Conditions

A terminal area plan, in general conformance with the boundaries and sizes defined in this Master Plan must be provided prior to any expansion of the existing terminal and related support infrastructure. Encroachment of aviation support (parking and roads) will not be allowed to displace aviation activities.

This condition covers most items that touch the terminal. Using the list of projects from the ALP. PAL 1 projects include: A02, G01, G02, G03, T01. PAL 2 project include: T02, T03, T04, S03, S04.

Several items are justified based on operations or enplanements that have not yet been realized. Documentation of operations/enplanements must be provided prior to implementation of

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environmental/pre-design of these projects. This is generally covered by the standard conditional approval comments. Examples of these projects are listed below.

a. ADG-V Hard Stand – Prior to construction of an additional ADG-V hard stand current operations must be verified to show "normal use" of ADG-V aircraft.

b. High Speed Exits – All high-speed exits are delayed until such time that runway delays dictate a non-standard 90° taxiway. The FAA standard is 90° taxiway connectors.

c. West parallel taxiway with ADG-V standards. Documentation of the operations count of ADG-V aircraft must be provided prior to initiating the project.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

### Signature Blocks

The FAA signature below acknowledges approval of the ALP.

**FAA: Tim House** **Title: Lead Planner** **Date:**

TIMOTHY ALLEN HOUSE — Digitally signed by TIMOTHY ALLEN HOUSE Date: 2024.08.22 10:14:58 -07'00'

**Airport Sponsor:** **Title:** **Date:**

Somers, Dave J — Digitally signed by Somers, Dave J Date: 2024.08.20 15:13:38 -07'00'

**Consultant:** **Title:** **Date:**

Michael Tubridy — Digitally signed by Michael Tubridy Date: 2024.08.20 09:39:27 -04'00'

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Letter Received June 13, 2024

FAA: Tim House, Lead Planner SEA ADO

TIMOTHY ALLEN HOUSE — Digitally signed by TIMOTHY ALLEN HOUSE Date: 2024.08.22 10:15:14 -07'00'

Airport Sponsor: Dave Somers, Snohomish County Executive

Somers, Dave J — Digitally signed by Somers, Dave J Date: 2024.08.19 13:32:08 -07'00'

Consultant: Michael Tubridy, Vice President

MIchael Tubridy — Digitally signed by MIchael Tubridy Date: 2024.07.22 11:18:55 -04'00'

| Revision Description | Date | By: |
|---|---|---|
| | | |

COVER SHEET

**AIRPORT LAYOUT PLANS PACKAGE**

**PAINE FIELD**
SNOHOMISH COUNTY

- Horizontal Datum: NAD 83, Washington State Plane, North Zone (US Foot).
- Vertical Datum: NAVD88.
- Magnetic Declination: 15° 28' E (0°6' W. Annual Change) Mar 2022 Source: NOAA National Geophysical Data Center
- Planimetric mapping and Aerial from October 2020, AGIS # 259080

| | |
|---|---|
| Drawn by: | RPE |
| Checked By: | CEM |
| Issue Date: | May 2024 |
| Sheet: | 01 of 16 |

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