

TEST COMMENT – NO ACTUAL COMMENT EXISTS. SYSTEM TEST ONLY.

(b)(6)

Oak Harbor, WA 98277

As a seventh generation Whidbey Islander (and lived at the end of NAS Whidbey runway for 18 years). Currently on the original Frostad/Matsen homestead on Strawberry Point. Many of the the folks complaining KNEW prior to purchase of their property near OLF Coupeville that it was/is a jet practice (touch and go) Navy Training Installation. We that have been here prior to the Navy building the base "might" have a reason to complain. As a citizen of the USA I realize we need a training area in the Puget Sound area Whidbey is ideal (weather wise) and not overly populated. It seems many of the "complainers" try to throw something against the wall and hope "something" will stick. Also there is the problem of property developers that are trying to shut down Coupeville OLF for monetary reasons. We on Whidbey have come to depend on NAS Whidbey to help support the area financially. Please do not shut down the OLF Coupeville Training runway just for a few very vocal "new comers" and real estate development folks. We Democrats as well as Republicans citizens realize the importance of a well trained Navy. Regards, (b)(6)

(b)(6)

(b)(6) [REDACTED]
coupeville, WA 98239

(b)(6)

coupeville, WA 98239

Just wanted my name added to the list to receive updates. I am Pro-OLF

(b)(6)

Oak Harbor, WA 98277

My wife and I built at this address in 1995. For most of that period, aircraft noise was appaerent, but not considered a problem. We generally only hear aircraft noise as the approach Ault Field from the South. In the past the aircraft approach from the South on a pattern over the center of Saratoga Passage which keeps them at least two miles offshore from residential areas. Recently there has been an increasing amount of approach pattern cutting, bring the aircraft directly over our comunity of Mariners Cove, which results in aircraft noise prompting a call to the Navy complaint line. Fortunatley that call will usually result in a stop to the pattern cutting for a few days until the pilots or aircraft controllers chose to ignore the complaint. The fact that the problem at least in my community can be solved by staying on the proscribed approach pattern the center of Saratoga passage, indicates to me that a solution to this problem can be achieved by simply adhearing to that course. Thank you for the opportunity to express my view. (b)(6)

(b)(6)

(b)(6)

Seattle, WA 98103

Noise analysis should consider current building standards for noise reduction in the area and how it minimizes impacts. Mitigation measure should include strengthening local building codes to minimize noise interior noise. The economic benefits of increased personal should also be measured.

(b)(6)

camano Island, WA 98282

I am shocked the Navy has to prepare an EIS for changing types of a/c. Does the public have a voice in all matters of military readiness? The EA-18's often fly over our house. The noise is not a problem, at all.

(b)(6)

Victoria, WA V8r2M8

The noise coming from your jets is heard here in Victoria by thousands of people. The sounds that reach my neighbourhood are very low frequency rumbles, and when your jets are doing evening routines, the noise here becomes very pronounced and annoying. I work in a music studio with double walls and double doors, and I cannot concentrate inside, during your evening activities. The rumbling is obnoxious, upsetting, and obtrusive. During the day it is less bothersome, probably because of the way sound travels. Your evening routines are effecting me and my daily living and working here in a negative way. (please note my province is BC but I had to enter a state on your form)

(b)(6)

0009

Victoria, British Columbia, WA V8R 2M*

The noise is awful in our neighbourhood in Victoria. I work at home and find it difficult to concentrate with the continuous rumbling some days, and nights! It's as if I'm chronically alert for an earthquake -- I'm sure I can find some scientific evidence that attests to that being bad for human beings. It's awful and I've alerted our Member of Parliament, Andrew Weaver, and our Mayor, Nils Jensen.

(b)(6)

0010

Mount Vernon, WA 98274

I lived many years on Whidbey near Coupeville and deliberately chose that area as it was not then under the flight patterns for the planes. The noise created by them is deleterious to health, peace of mind, and interferes with learning for school children. Now I live in Mount Vernon and recently occasionally hear Navy planes over our home. Apparently flight patterns have altered. Also, I hear them full bore at Deception Pass State Park where I like to hike and occasionally camp. Last camping trip the planes started at 11 p.m. and kept going it seemed for hours. The thought of dealing with noisier Growlers is quite distressing. Is it possible for you to fly over the water and not at low altitudes in urban, rural, and park areas? I look forward to your response Sincerely, (b)(6)

(b)(6)

0011

Langley, WA 98260

Dear Navy facilities, Please reconsider the practice of the EA-18 Growlers touch and go. I'm currently living on south Whidbey but work in Coupeville and visit friends in La Conner. In both these places I felt the engines of the Growlers hurt my and my friends ears. Not only that but we noticed it disturbed native and migrant bird populations. As the Growler's ripped through the sky the birds, shocked, expend precious energy and fly away from feeding grounds and nests of their young. Frankly every time the Growlers come close I need to cover and protect my ears. I love this land of Whidbey Island and the lower Skagit. I hope you have compassion for all those who express the need for the absence of excess sound and air pollution due to the EA-18G Growlers. Thanks, (b)(6)

(b)(6)

0012

La Connert, WA 98257

I wish you could make these planes more quiet. It is especially disturbing during dinner and in the evening. Thanks for the opportunity to comment.

(b)(6)

0013

Oak Harbor, WA 98277

As a long time resident and tax payer in Oak Harbor since 1968 I feel it is my right to be able to sleep at night and be able to enjoy my property without the loud noise caused by the EA-18G military aircraft. I served in the US Navy from 1968 to 1977, did my ship board time during the Vietnam conflict. I purchased a house in Dugualla bay in 1971, lived there for 5 years until the noise drove me out. I NEVER called and complained about the noise. I did call and complain about the A6 and EA-6 aircraft dumping aviation fuel as they were landing. I worked around the aircraft enough to know where it was coming from on the aircraft... seeing it being dumped I moved from Dugualla bay after 5 years of noise. I purchased a home off of (b)(6) after meeting with real-estate sales people, going over noise impact maps and selecting a home site .5 miles from Oak Harbor Airport a 0 as in zero no navy aircraft fly zone.... Everything was fine until the EA-18G were sent to Whidbey... nothing but noise problems since then. I didn't think I would have to hold onto the noise impact maps when I bought the property, of course they are no longer around. I have called numerous times over the past couple of years, have asked for a call back each time I have called and have only had 1 call returned.... Honor your part of the covenant and stop flying over my property Tax Payer (b)(6)

(b)(6)

(b)(6)

0014

Camano Island, WA 98282

I have live in Island County for over 45 years, first in Coupeville then Freeland, and now on Camano Island. I have no problem with the noise and when I hear it I know we are still safe for a while. I fully support along with my family the Whidbey naval installation and OLF Coupeville, we hear the T * G's from the OLF. Besides my grand some is a Sergeant in the USMC, they can use all the air cover pollible. (b)(6)

Edmonds, WA 98026

I reside east, across the Puget Sound from NAS Whidbey Island in the area south of the Everett Naval Base. I am aware that NAS Whidbey Island existed before I purchased my home in 1982. Occasionally we get military jets or helicopters going over our neighborhood. We assume they are from Whidbey but no proof, and no big deal. Sooo cool when the Blue Angels come to the area and fly over! Two of my neighbors were stationed at NAS Whidbey Island straight out of high school. We knew when we moved here, there was a military base with aircraft near by. My point is, the complainers wanting NAS Whidbey Island closed should not be complaining at all. I look at the location of the Whidbey Island Naval Air Station as the first line of defense for the other military bases located on the west side of the Puget Sound and the city of Seattle itself. The Everett Naval Base more often than not I have noticed when I drive past, has no ships in port. The NAS Whidbey Island has been present longer than the people making the complaints have been on the island. When these complainers bought their property, they could not help know there was a military air base present, even if they were deaf or blind, one of the other senses would have picked up on it!!! Please ignore them and feel free to tell them to take a flying flipping leap off of one of the steep embankments on the island, possibly one they own. FYI: many of the property owners use their property as a second home. This is not a primary residence. They do not support the sales tax base in the communities near NAS Whidbey Island, but they expect all of the services that tax pays for. So in my opinion, keep on doing what you are doing. They need to get over themselves.

(b)(6)

0016

Everett, WA 98204-3686

I consider the continued operation of Whidbey NAS essential to the defense of the United States of America. I live near Paine Field and have experience with overflights by both commercial and private aircraft. I would find it reassuring to hear the sound of EA-18G "Growlers" keeping proficient preparing to defend our Nation.

(b)(6)

0017

Oak Harbor, WA 98277

aS a Navy dependent I am always ready to stand up for the military. The use of the outlying field is a necessity for the safety of the pilots. If this was in wartime, your life could depend on their talents.

(b)(6)

0018

Oak Harbor, WA 98277

aS a Navy dependent I am always ready to stand up for the military. The use of the outlying field is a necessity for the safety of the pilots. If this was in wartime, your life could depend on their talents.

(b)(6)

0019

, WA

We want to be heard that the Navy's training OLF field has been a critical support and important factor in the training of personnel. We do not feel there is an adverse impact from the use of the Auxiliary Landing Field to local residents. The military and the related noise levels are of reasonable levels and we highly encourage the continued support and use of the facility. Thanks (b)(6)

(b)(6)

0020

Oak Harbor, WA 98277

As a family business serving Oak Harbor for 60 years, seeing the development of NAS Whidbey and Oak Harbor, cooperation and have mutual goals has always been the focus. we supply flowers and plants for retirements, change of command, Navy and Marine Corps balls and many other activities on the base, allowing the Navy to proceed with the new airplanes and keeping ALOF field open for training will keep our working relationship strong for our future generations

(b)(6)

0021

Oak Harbor, WA 98277

It's about time these stupid Whidbey Island people must get their heads out of their rear ends and realize the freedom they enjoy is because of our military and their training. Go NAVY

(b)(6)

0022

Oak Harbor, WA 98277

The Navy has been training here at NAS Whidbey and at OLF Coupeville long before most of the complainers arrived. They were aware of the noise issue and have absolutely no basis for their complaints. Keep NAS Whidbey open and keep OLF Coupeville open!

(b)(6)

0023

Oak Harbor, WA 98277

I have lived East of Oak Harbor for 27 years. NAS is the major backbone of our community and find that the Navy Staff living here are a true asset to our community. The base has been here for several decades and is a base that Navy members obviously truly enjoy serving at. It is essential that our military retain the finest staff available. The fact that so many Navy Staff choose to retire here is sound proof that NAS is a very highly sought location. The long-standing operation of NAS Whidbey over many decades should be "grandfathered". Everyone living here knows that it we live in an aircraft operations area. The price that I originally paid for my home was very easily less than half of what a similar home located in a quiet area would sell for. In other words: I accept the noise in return for a lower cost of living, NAS Whidbey should be allowed to stay here and use the outlying field for all carrier- based aircraft as "realistic" place to practice landings without the surrounding city lights that the main base has. I support and endorse the presence of NAS Whidbey and the use of the outlying airfield for all carrier-based aircraft.

(b)(6)

0024

Olga, WA 98279

I oppose locating the EA-18G Growler program at Whidbey NAS. The noise of these aircraft has a substantial impact on residents not just of Whidbey Island but on surrounding counties, including San Juan County. As one resident has said, "I personally experience the sound as a shattering of the atmosphere, both externally and internally. I don't hear it in my head, rather, I feel it in my gut. It engenders a sort of pre-conscious stress response, which I suspect is related to the frequency of the sound, which is somewhat lower than that of the Prowler." (See Islands Sounder article at <http://orcasissues.com/guest-opinion-the-ongoing-growler-noise>) Training for these aircraft would be more suited to a less populated area, like the Naval Air Weapons Station at China Lake, CA.

(b)(6)

0025

Eastsound, WA 98245

Worrisome that one of your aircraft is causing so much noise stress among residents in the islands. What can be done so that life in these quiet and beautiful island is not polluted with aircraft noise?

(b)(6)

0026

Oak Harbor, WA 98277

The noise of the airplanes especially after 1000pm is unbelievable. Consideration of families and a noise ordinance needs to be made to allow people to live other than the military training that can be done at a decent time of the night!!!

Friday Harbor, WA 98250

I am a property-owner and resident of San Juan County, in the middle of San Juan Island. I am concerned about the frequent and increasing rumblings I am hearing (and feeling) from the EA-18G Growler Airfield Operations at NAS Whidbey Island. We moved to the San Juan Islands from the city in order to enjoy a quieter life. In my opinion, our quality of life is diminished from the invasive noise and vibrations from these operations. Please thoroughly study these impacts: What will be the impacts of the proposed increase of Growler operations on the quality of life for the citizens of San Juan County? What will be the impacts to the health -- both physically and mentally -- of the citizens of San Juan County? What will be the impacts to the health -- both physically and mentally -- of the pets and domestic livestock belonging to the citizens of San Juan County? What will be the impacts of the sound and vibrations from these operations on the wild bird population -- both marine and terrestrial -- both permanent and migratory -- of San Juan County? What will be the impacts of the sound and vibrations from these operations on the wildlife of San Juan County? What will be the medical costs to San Juan County from the impacts to human physical and mental health as a result of the increased noise and vibrations from the increased Growler operations? Who will pay for these costs? How will they be mitigated? What will be the impacts to property values in San Juan County with the increase of noise pollution as a result of the increased Growler operations? If property values are diminished, how will these losses be mitigated?

(b)(6)

0028

Coupeville, WA 98239

The Navy is Key to the economy here on Whidbey Island. The Navy has been here for many years and anyone that buys homes here signs a document that states you live on an Island with the Jet noise. The runways have always been here so if it was an issue with people they should not have made the choice to live here. The runways should remain open and our Navy pilots should get the best training available.

(b)(6)

0029

Deer harbor, WA 98243

I live on the (b)(6) to be exact. The noise whidby jets have been making over the past month is beyond a tolerable level. One night in particular had my table shaking and all animals looking as if the world was in danger. I do not. Believe whidby is the place to house the Growlers despite the monetary income to oak harbor.

Eastsound, WA 98245

I chose to live in the San Juan Islands for the past 34 years because of the environment. This has been shattered by the noise of the Growlers which are aptly named due, of course, their loud, low frequency noise. Your air base should not be expanding, but shut down and moved to China Lake. Whidbey Island has been ruined because of the noise, the cost in home values reflect this. When one of the growlers is in the area, people look up and wonder what the hell the noise is. They can't even see the planes, but still are hearing that awful noise.

(b)(6)

0031

Oak Harbor, WA 98277

I would like to express the concerns I and fellow neighbors' have over current and future aircraft noise. Our neighborhood is directly underneath the flight pattern. The level now is extremely high making it impossible to function normally, either mentally or physically. I cannot imagine living with the proposed increased activity. As I am a licensed aircraft pilot I have an understanding of proper pattern altitudes and procedures. If these would be enforced and or changed I feel our situation would be improved greatly. Regards,

(b)(6), long time Oak Harbor residents

(b)(6)

0032

Friday Harbor, WA 98250

The noise from the overflights is so minimal, so short in duration, that it is difficult to imagine that anyone from San Juan Island could object. Anyone living closer to the airfield might have a bigger issue....but those people have an option...move. You can't live by a military base and not expect noise. As long as this country needs to be prepared for conflict, we need to support the Navy's activities.

(b)(6)

0033

Oak Harbor, WA 98277

I am a native of Whidbey Island, born in Coupeville in 1956. That means the field had been active for 13 years prior to my birth. This field is vital to the surrounding economic health of this community. Keep those birds flying and the sound of freedom alive!

(b)(6)

0034

Oak Harbor, WA 98277

NAS Whidbey and OLF Coupeville have been in operation over 70 years. They are grandfathered therefore the Navy should be allowed to continue to train Navy pilots in the best possible manner in current or future airplanes at both OLF Coupeville and NAS Whidbey. Keep the runways open and keep the Navy flying here. Do not give in to people just trying to get financial gain from poor decisions they made on their land purchases.

(b)(6)

0035

Coupeville, WA 98239

I LOVE the jets and consider it a small sacrifice that they practice on the OLF. I am a real estate agent in C'ville, I prepare/warn cleints about the noise and have few who mind.

(b)(6)

0036

Clinton, WA 98236

We support the ongoing use of the Whidbey OLF and the Naval activities of the Whidbey Island Navy Base, Oak Harbor, Wa

(b)(6)

0037

Greenbank, WA 98253

We have spent the last 58 years on the island in Greenbank. Many times we have taken our children and now, grandchildren, to watch training of pilots at OLF. We love the noise (granted we dont live in Coupeville)but have been to numerous school and sports activities there. Yes, it is loud but we have never minded that. We are proud to hear the sound of freedom. We have never been concerned about an accident or how the noise may impact us because "we made the choice" to go to OLF and watch the flights. How many thousands of people go to see the Blue Angels every year? Do they care about the noise or how they will impact the environment? No, they are willingly going to watch them and, it is for no other reason, than pride. For us it is also the very real awareness that there is no finer sacrifice a young man or woman can make for us and we are honored to have them in our "back yard" for training. As far as the environment goes, we have more deer, eagles, owls etc. than I can ever remember. They certainly are not as skittish as they used to be. Obviously, its not an issue for them. It is unfortunate that a very small percentage of people can cause all of this. After all, "they made the choice" to move to or near Coupeville. Most of them probably moved there AFTER OLF was established. To be fair to residents there, perhaps specific times could be set for training. That way they would know when to grab their ear plugs or go off-island. Then again, they would have to deal with traffic and pollution as well as road kill.

(b)(6)

0038

Coupeville, WA 98239

At the Scoping meeting in Coupeville and on page 10 of the brochure that was handed out, a chart is shown giving "comparison of single-event noise levels by aircraft type in dB". Why is this data different than the data on page 4-7 of the AICUZ Study Update for NAS Whidbey Island's Ault Field and OLF of March 2005? Example: Prowler take-off is 114 dB per 2005 AICUZ Study vs 123 dB being shown at Scoping meetings.

(b)(6)

0039

Oak , WA 98277

I support NAS Whidbey and the OLF

(b)(6)

Anacortes, WA 98221

0040

The ongoing operations of the Navy on Whidbey Island, should NEVER! be affected by a small group of people who have no idea how important the Navy's presence is in Washington State!

(b)(6)

0041

Oak Harbor, WA 98277

I fully support the Navy's proposal to increase VAQ squadrons. My family has lived in the Ault Field noise zone for 8 years - we signed the disclosure form, obtained a discount on our house and have no issues with the flight operations. Our children have excelled academically and study at home every night - aircraft is not an issue at all. I have read many of the claims from a small group of people who tried to shut down the base in the 80s - these claims have no merit, e.g. comparing Heathrow (470K ops/year) with OLF (6K/year). Their stated goal is to close the base - they don't speak for the 99% majority.

Issue, MD 20645

To whom it may concern. Please allow the planes to fly. If the planes fly they are being used and breaking, and that sounds funny but this is why that's awesome. Because the maintainers and even the pilots get to train on real life situations so that when they are overseas and in foreign lands they can keep the planes flying and keep our troops safe. If we stop flying let's face it we will do more table top and hypothetical situations. And nothing breaks in those and our maintainers don't get the training they need. I served in the Navy for 13 years on both I and O levels on the EA-6B Prowlers. Some of the things that broke and some of the challenges of the equipment was taught to us at NAS Whidbey. Where we were safe, and had the time to train and where troops were not dying. When I did deploy with VANOPDET and with my Squadron and a problem arrived we were able to get the planes back in the air with an unprecedented turnaround time. Please. When I retire here in Maryland in 13 years, I plan on moving back to Whidbey. I want to hear those planes flying. Please keep them in the air, keep our maintainers and pilots in training, and keep our troops safe!

(b)(6)

0043

Marysville, WA 98270

I was born and raised on Whidbey, and I still own property there. I am an American patriot and I support our military. I believe that our dedicated servicemembers deserve every bit of training advantage they can get as they work to protect the freedom of our nation. I support NASWI.

(b)(6)

0044

Greenbank, WA 98253

I believe that we (the jets and the residents) can coexist peacefully. I do hear the jets, especially in the evening when it's more still. I think that a schedule could be worked out so that the kids can play on the fields etc without too much noise.

Oak Harbor, WA 98277

My heart goes out to those who have purchased land and or homes in the area affected by the Growlers training, as they are loud. This is especially troublesome, if their realtors did not give them a heads up or they did not read the disclosures provided about noise. We moved to Oak Harbor in 1977. Our realtor explained to us about noise and noise restrictions, he also gave us ample warning about where the water might be affected by salt water intrusion. We chose to keep away from those areas. Shame on those realtors, who were not altogether honest with their customers and shame on those buyers for buying, knowing there was a Naval air station close by and buying because of "The View" or some other mundane reason, similar to we can make them move. That to me is like the person who moves buys and builds in the country where farms with cows or pigs are and then complains of the smell of manure.

(b)(6)

0046

Oak Harbor, WA 98177

Please don't let the people of Coupeville speak for those of us in Oak Harbor who support the Growler

Friday Harbor, WA 98250

Thank you for this opportunity to submit comments in the EIS process for the proposed increase in EA-18G Growler Airfield operations at Whidbey NAS and the outlying field at Coupeville. I am a resident and property owner in San Juan County. We reside in the middle of San Juan Island where we can hear and feel the operations at Whidbey NAS. We consider the sound and vibration to be an intrusion on our health and quality of life -- to humans, domestic-, and wild-life. According to Navy calculations, San Juan County is considered to be a low-impact area noise area based on the Day-Night Average Sound Level (DNL) which expands daily noise events into a 24-hour average for an entire year. DNLs do not indicate what the loudest event is in a 24-hour period, nor how many noise events there may be in a 24-hour period. Human and animal ears do not average noise events or duration. By this measurement, noise exposures overtime will not be registered. These exposures are cumulative and, over time, they degrade hearing. Rather than using the DNLs, a more accurate way to measure the real-time effect on human and animal life should be used as the way to measure the noise impact to San Juan County from the flight operations at Whidbey NAS. Studies show that proximity to flight operations permanently damages hearing, raises blood pressure, and harms livestock and wildlife. Please thoroughly study these impacts to San Juan County: What are the medical costs associated with damage to hearing and health as a result of the increased F-18 and Growler operations? What will be the impacts to the health of domestic animals (including household pets), wildlife, and bird life associated with the increased and accumulative noise level from the increased F-18 and Growler operations? The sound and vibration can be heard and felt throughout San Juan County. This County is a popular destination due to its healthy environment and outdoor recreational opportunities for tourists, residents and potential home-buyers. Property values in noise zone are repressed. What will be the impacts to the property values in San Juan County with the increased noise disturbance associated with the increase in F-18 and Growler operations? San Juan County has a tourism-based economy. What will be the impacts to the tourism industry and therefore the economy in San Juan County with the increased noise disturbance associated with the increase in F-18 and Growler operations? What will be the impacts to the real estate industry in San Juan County with the increased noise disturbance associated with the increase in F-18 and Growler operations? What will be the impacts from the jet fuel pollution from the increase in F-18 and Growler operations to the air quality in San Juan County? What will be the impacts to the health of fish, wildlife, humans and agricultural products in San Juan County as a result of the jet fuel pollution from the increase in F-18 and Growler operations? I look forward to the draft EIS that addresses all of my comments with in-depth analysis and with reasonable alternatives identified, including the No Action Alternative. Should the project be permitted, all feasible mitigation measures should be required to be implemented. Thank you.

(b)(6)

0048

Coupeville, WA 98239

I live in Coupeville and fully support the use of OLF for military training flights.

(b)(6)

0049

Oak Harbor, WA 98277

My husband and I are happy to have the Growler here on Whidbey. I must say, however, that since they have been flying over Sunrise Hills I understand the concern of some people. Sometimes we feel they are taking the shingles right off our roof. Would it be possible to go one half miles south and fly over the water? It's a straight shot from the air field. In any case we want to keep them. (b)(6)

(b)(6)

0050

Oak Harbor, WA 98277

My husband was a Navy pilot so I have lived under and around the flight patterns for 50 years. The only time I notice the noise is when the pilot is "out of the flight pattern." More insulation in their homes would help these complainers. Locating near any airfield is a chance you voluntarily take.

(b)(6)

0051

Oak Harbor, WA 98277

Nobody likes the noise, but everybody likes their freedom. keep the Jets flying.....

(b)(6)

0052

Oak Harbor, WA 98277

Our Navy Pilots deserved the best training available. I'm in favor of all airfield operations.

(b)(6)

0053

Oak Harbor, WA 98277

I would very much like the Coupeville Outlying to remain as a practice field for NAS Whidbey Growlers.

(b)(6)

0054

Oak Harbor, WA 98277

Training for Growlers is crucial. Please keep Coupeville OLF open and active.

(b)(6)

0055

Oak Harbor, WA 98277

This is where the Navy is because this is the best place they could find to train their pilots. We knew this was a noisy place when we came here. Those who don't like it should sell and move to some place else. This area is beautiful, but nowhere on earth is ideal. Call it your "Contribution to National Defense" to endure a minor inconvenience.

(b)(6)

0056

Oak Harbor, WA 98277

Our son, (b)(6), is a Commander in the Navy and a former pilot so we do support the Growlers coming to Whidbey.

(b)(6)

0057

Anacortes, WA 98221

The EIS should include the question: Is an expeditionary squadron required and justified?

(b)(6)

0058

Oak Harbor, WA 98277

I'm all for the Navy and the Growlers being stationed here on Whidbey Island.

(b)(6)

0059

Oak Harbor, WA 98277

Only our military keeps us free so let them train to keep us that way. I will tolerate a little inconvenience for training.

(b)(6)

0060

Freeland, WA 98249

I am pro the growth for the EA-18G Growler Airfield Operations at NAS Whidbey Island. The island needs the jobs, and the population growth can easily be handled. Far too many houses are vacant and foreclosed. The Navy is doing a great job, worldwide, it is an honor to have NAS Whidbey here.

(b)(6)

0061

Oak Harbor, WA 98277

Jets saves Jobs and is vital to the economic growth of Island County.

(b)(6)

0062

Oak Harbor, WA 98277

New Leaf has Federal Contracts on NAS Whidbey, employing people with significant disabilities. We have had these contracts, which include mowing at OLF since 1972. Besides the employment of people with disabilities, New Leaf also brings in 6million in revenue to our community. It would be extremely harmful to us and to our employees to hamstring the Navy with this issue. NAS Whidbey is critical to all of us and we support the Navy totally and are grateful for everything they do.

(b)(6)

Oak Harbor, WA 98277

0063

I Love the Sound Of Freedom!!!

(b)(6)

0064

Oak Harbor, WA 98277

The EA-18G Growler Airfield Operations means a lot to New Leaf as we employ people with disabilities on NASWI. It also means a lot to me as an individual as I have lived here over 30 years. People know about the noise when they purchase property here. Oak Harbor would be very sparse without our navy

(b)(6)

0065

Oak Harbor, WA 98277

I fully support the continued (not expanded use of the OLF). I live on Penn Cove, and belong to Central Whidbey Sportsman's Association, so I am directly affected by the flights. I do not support any existing "growlers" being stationed here. When they we first "proposed", the Navy patetently lied when they stated that the "growlers" were not any louder than the EA6B. Living under and around the flights, this is a blatent lie. Based on this and other relavant misinformation, I have little or no trust in the Navy's information sources, nore concern for the public's over Navy interests. The Navy is welcome here, but have some consideration of those of us who live here and willingly pay for your expenses (b)(6)

(b)(6)

0066

Oak Harbor, WA 98277

The Navy is a very important part of our community. We don't mind the noise of the jet engines. They make us feel at home. I have lived here almost all of my 64 years and my parents grew up here as well. We have met and became friends with so many wonderful Navy people. They spend a lot of money in the local stores and are a large part of the economy and local schools. Please make sure that our wonderful NASWI stays open and operating, including the outlying field. Thank you.

(b)(6)

0067

Coupeville, WA 98239

Coer. A few left wing, self centered liberals all of whom signed a waiver. Keep OLF in use

(b)(6)

0068

Oak Harbor, WA 98277

Having lived in both Coupeville and Oak Harbor (almost equal time in each) the Navy community along with aircraft noise has been a normal and welcomed part of these communities. It is obvious that there is more aircraft activity during times when our military has to be ready to deploy during as the world situations require. In order to have the crews ready to deploy they must have the training to meet the required missions, both in the air and on the ground. The NASWI and the associated OLF's play a major role in having these crews ready. I can accommodate the slight inconvenience of the noise related activity in my neighborhood as long as it keeps our military personnel performing to their highest level possible. PLEASE FIND A WAY TO KEEP THE COUPEVILLE OLF OPEN.

Coupeville, WA 98239

Thank-you for this opportunity to comment. As a resident of Coupeville I am directly impacted by the the new planes. I am also concerned about how those impacts will be magnified by having more squadrons here. These planes, though apparently not louder, have a magnified visceral impact because of the lower frequency. As a Physical Therapist I know that when it impacts the viscera it impacts the mind. If those impacts are disruptive, disturbing, distracting or disorientating health will be effected. I think the research in the area of plane noise is also clear on this. I was quite disturbed that the scoping in Coupeville that the difference in frequency was not identified as the chief difference between the planes at the noise station though it is addressed openly in the brochure. It was only by probing and inquiry that I got to the truth. This is obvious attempt to mislead the public I'm sure is not the impression the NAVY wants to give. this is not good public relations. More squadrons means more flights. Flights commonly occur at night when people are home trying to relax with thier families or alone. Either way our evenings are disturbed when the planes fly. We hve tolerated that in the past. But now its different. The sound is different. It is much more disruptive. and it will become more frequent for 2 reasons: 1) ore planes = more training flights 2) population and the impacts of Greenhouse gas pollution via ocean changes, sea level rise and climate disruption are causing the anticipated stresses on the social stability in countries least able to cope. As these impacts escalate so to will the social unrest. To quote sources familiar to you: " The consequences of even relatively low-end global climate change include loosening and disruption of societal networks. At higher ranges of the spectrum chaos awaits. The question is whether a threat of this magnitude will dishearten humankind, or cause it to rally in a tremendous, generational struggle for survival and reconstruction. If that rally does not occur relatively early on, then chances increase that the world will be committed irrevocably to severe and permanent global climate change at profoundly disruptive levels." They found that the scientific community has been "shocked at how fast some effects of global warming are unfolding" and conclude that the current projections of the climate models are 'too conservative'. -"The Age of Concensus: The Foreign Policy and national Security Implications of Global Climate Change." a collaboration of the Center for Strategic and International Studies and the Center for a New American Security 2007 "Disruption and conflict will be endemic features of life. Every time there is a choice between starving and raiding, human's raid.With inadequate preparation, the result of abrupt climate change could be a significant drop in the human carrying capacity of the Earth's environment." - "An Abrupt Climate Change Scenario and Its Implications for National Security: Imagining the Unthinkable." US Pentagon Paper 2003 As the social fabric disintegrates there will be more conflicts threatening our interests and the need for even more flights. I have no solution for this except to move the flights, find a way to muzzle the planes or give us all ear protection. Thank-you

Oak Harbor, WA 98277

December 9, 2013 (b)(6) Harbor, WA 98277 (360)
240-9717 Naval facilities Engineering Command Atlantic 6506 Hampton Blvd. Norfolk, VA 23508 Attn: Code EV21/SS RE: EIS scoping for EA-18G Growler Operations at NAS Whidbey Island, WA Dear Naval Facilities Engineering Command: Please address the following with your EIS for NAS Whidbey: 1) Transparency of flight operations to the public: Provide actual individual aircraft flight paths (tracings) over a 20-mile radius from the Ault Field and Coupeville runways. This information should be made available online, updated weekly. It should be displayed in the form of a map of the local landmass and runways. It should model the information conveyed similarly to online data display of the stock market. Instead of each equity, display the individual flight paths for each individual aircraft type. For the 10PM to 7AM time period, display a second map of actual flight paths for the same aircraft type. Display these actual flight paths as a solid line if the flight path is above 1000' altitude above any high point within a 2000' radius, and as a dotted flight path line for aircraft below this FAA limiting altitude. I'm referring to actual flight paths for individual aircraft flights, not the hypothetical "race track ovals" of probable flights. Allow the internet user to determine the window of time displayed (weekly, monthly, yearly), just as equity graphs allow the chart of value vs. time period. It will be obvious, by the density of the flight path lines on the map, where the most dense overflight areas are. Allow the online user to stack charts one over another, just as comparisons may be made with several equities. Finally, allow the online user to see a map of ground level, computer-calculated sound levels (weighted to average human hearing) generated by the accumulation of flights for that time period chosen – both as a "day / night average", and as a single event maximum. Display sound levels for individual aircraft type, and allow the online user to stack displays (with combined sound levels) for several or all aircraft types. Include weather conditions and power applied by the aircraft in the calculated determination of ground level sound readings. I'm sure that the Navy must know where and what each of your very valuable aircraft is at any point in time. Develop the software and online capability to display this information to the public. This should be made available on a weekly basis, and archived. This is the only way that the public can be assured that the Navy is within their commitments permitted by current EIS limitations. Exceeding those limits, as the Navy recently did with the OLF Coupeville, (and as is likely with the recent unforeseen shift of carrier landing practice from OLF Coupeville to Ault Field) indicates that the Navy cannot be trusted to provide their own oversight. Just as one is more careful not to exceed the speed limit on the highway as he drives past a cop, the Navy will be more careful to comply with the knowledge that the public is watching. This real world flight path mapping is the only way that the public can be convinced of the Navy's impact on where they live. Hypothetical "race track ovals" seem quite different from real world flight patterns. This information made available online will also help the public to compare changes in Navy operation over time more objectively. Irritation from excessive noise can be affected by mood, weather, and stress. Quantitative, real world display offers a less subjective way for the public to monitor noise, risk, and pollution caused by the Navy operations. 2) Pollution by Navy aircraft: How much fuel is consumed by Navy flight and maintenance operations (from NAS Whidbey, within the local 50-mile radius area)? Compare this to other forms of fossil fuel

consumed by non military use in that same area. Compare pollutants by Navy consumption to non-military consumption in the same area. (HC, CO₂, NO_x, etc.) Compare to current EPA Standards for cars. Map the spread of Navy pollution over the same 50-mile radius, to account for weather and prevailing winds. How energy efficient are Navy facilities compared to today's civilian energy code requirements (housing, offices, retail)? Pollution by Navy driving personnel: Promote carpooling, or using County Transit, to commute from Navy housing off-base to Ault Field. Island Transit used to serve Ault Field, but the busses were not given priority at the Base entry point, so the busses could not maintain schedule. Therefore, the Island Transit busses had to stop entry into Ault Field. Facilitating bus entry would promote personnel use of Island Transit busses. Pollution by cars with one person occupancy, from Sea Plane Base housing to Ault Field, would be improved. Fuel dumping: Provide online data, similar to item 1) above, that maps when where, altitude, how many gallons, and the reason for fuel dumping. Provide a map of hydrocarbon dispersion for each incident. We all drive cars with evap emission controls to collect and properly burn evaporated fuel from our gas tanks. What does the Navy do similarly for hydrocarbon emissions control from fuel storage? Quantitatively, compare Navy emissions to other civilian source hydrocarbon emissions within the same 50-mile radius. Propose a schedule of change to minimize hydrocarbon emissions. Include evap recovery, and backup systems on the aircraft to minimize the need to dump fuel, such as rebalancing wing tank loads for emergency landing. 3) Are we training the entire world (recent Australian training announcement) to fly Navy aircraft here on NAS Whidbey? Even the good things in life have their limits beyond which they become a negative. NAS Whidbey is located in a populated area. There are many civilians and Navy personnel living nearby to feel the affects of excessive noise, pollution and safety risk. There will be a limit of operations (perhaps already exceeded) whereby these operations must take place in a much less populated area. What are those limits? Are they just a function of what the public will tolerate? Analyze these issues with this EIS to determine limits and alternatives. 4) Consider Smith Island for touch and go operations. Yes, I realize that there is a single, ground nesting bald eagle residing there. But are the wildlife benefits so great as to trump human hearing loss, high blood pressure and safety risk? There is no win-for-everyone solution (except for world peace). We all have to give a little. That includes the wildlife, the Navy, and us, your neighbors. I'm willing if I see that the Navy is doing their best to be considerate. 5) What's the Navy doing to protect wetlands, to remove invasive plant species, and to respect surrounding private property zoning with adjacent Navy development? How is the Navy preparing for up to 22" of sea level rise by 2050 (global warming)? Please respect the environment and the surrounding community. 6) Socioeconomic influences: School impact fees, payable to local schools for Navy children residing in housing exempt from property taxes, should match the local cost per child taught, and should be paid to the school as the child is being taught, not up to three years later. Schools cannot borrow money to provide Navy children an education. Sales taxes not collected in the Navy exchange: This is part of Navy personnel's compensation. Just as their salary and other benefits are paid by all taxpaying US citizens, so should this benefit. Navy personnel benefit from things that these sales taxes support (such as local bussing), yet they do not contribute to their support. The local community should be reimbursed by the Federal government, for sales taxes not collected at Navy facilities. 7) Develop a system of real world, ground level, single event and daily average noise monitoring to check if computer simulation of aircraft noise is accurate. I offer my own parcel as one monitoring station.

Adjust computer analysis as necessary from these results. Obtain the latest science to compare noise and hearing damage to human hearing. Comply with OSHA single event and noise-over-time limitations. 8) Provide accurate disclosure of noise, safety, pollution, and health risk to residents within a 20-mile radius of both Ault Field and Coupeville. Analyze the effects of Navy operations on private property valuation. Disclose to the County Tax Assessor. Compensate affected property owners. Summary: The Navy cannot just keep adding operations to Ault Field and the Coupeville field. There is a limit to what people will tolerate. There is much more to consider than just Navy efficiency. The Navy could do much more to be a considerate neighbor. Such as flying over water as much as possible. Such as flying at altitude and with restraint of power applied to minimize noise. (Ground level noise is reduced with the square of the altitude. Twice the altitude = one quarter the noise.) Such as minimizing fuel dumping. Such as being transparent in your operations. Such as reprimanding pilots who choose to fly below FAA limits. I believe in a strong defense as a deterrent to war, but there are limits to what I am expected to bear in cost, safety, health damage, quality of life, and reduction in private property value when compared to other United States citizens. "Grandfathering" your existence here on Whidbey is an inadequate excuse as the region's population grows. Other alternatives must be found. Sincerely, (b)(6) Yes, I would like to be on your mailing list No, I don't care if my name is kept private Yes, I would like to receive a CD of the draft EIS when available, and I hope to see all issues addressed that I have raised here.

TEST COMMENT – NO ACTUAL COMMENT EXISTS. SYSTEM TEST ONLY.

TEST COMMENT – NO ACTUAL COMMENT EXISTS. SYSTEM TEST ONLY.

(b)(6)

0073

Lopez Island, WA 98261

Anyone who has walked on the south end of Lopez Island, or on the beach at Deception Pass State Park, can tell you the noise of these jets is very hard to bear. You cannot hold a conversation when they are overhead. Can the Navy ascertain whether person with tinnitus is not adversely affected by this deafening racket? I do not understand why these aircraft cannot be restricted to flying over the Straits of Juan de Fuca. As it is, they fly directly over my house, sometimes at night! Why is this necessary to your mission?

(b)(6)

0074

Lopez Island, WA 98261

I grew up on Lopez and when I was a teenager I had multiple tumor occurrences ultimately requiring amputation of a metatarsal and toe as well as extensive radiation therapy. Over the years I have lived on Lopez, I have observed that Lopez appears to have very high rates of fatal brain cancer in middle-aged adults over the years that NAS has been in operation. The scoping process should include a comprehensive epidemiological study of all tumors and cancers in the San Juan Islands, which shall determine what portion of the risk of tumors and cancers are attributable NAS activities including but not limited to the carcinogenic byproducts of combustion of jet fuel in the skies above our county and the expected increase in risk tumors and cancers under the proposed action at NAS. The study should identify actions to reduce these risks to zero. If the effects cannot be mitigated, the proposed NAS action should not be approved.

(b)(6)

0075

Camano Island, WA 98282

(b)(6), USN Commanding Officer, NAS Whidbey Island 3730 North Charles Porter Ave Bldg 385 Oak Harbor, WA 98278-5000 5 December, 2013 Sir, God, placed Whidbey Island in its strategic position of protection from those adversaries of the United States of America in Puget Sound. Congress, the War Department, the Department of Defense along with the many Joint Chief of Staff have conquered with this most important deterrent location throughout history. Today unfamiliar residence are forcing public opinion with out facts for the United States of America to drop her Military position in this area allowing a breach in her border security. The Military is a good friend of the Northwest. This minority opinion to close NAS Whidbey is not that of a Northwesterner. Its because of the Military and its sustaining economics, next to Logging since "Jesus Christ was an Ensign in the US Navy", that this region has prosperous, closing NAS Whidbey would greatly jeopardize the Defense of America and the American People. It is with this Sir, I lend my name to the support of the continued Mission of NAS Whidbey. (b)(6) Camano Island, WA 98282 Cell: (b)(6)
E-mail: (b)(6) *Former nineteen year Army (Brat) United States Air Force, Korean Vet (B 36's)

TEST COMMENT – NO ACTUAL COMMENT EXISTS. SYSTEM TEST ONLY.

(b)(6)

0077

Camano Island, WA (8282

Jet Engines Noise Poses Concerns For Monterey Peninsula Airport together with Navy Air Station Having been on the Monterey Peninsula Airport District Board of Commissioners in the 1970's, may I recommend their noise abatement policy for your information. As I remember the most affluent community had their say and attentive ears were tuned from Washington D.C. to the beautiful Monterey Peninsula. The attach link should shed light on your debate:

<http://www.montereypeninsulaairport.com/MAN%20Pages/FAAnoiseabatementpolicy.htm>

I (b)(6) Camano Island Phone: (b)(6) E-mail: (b)(6)

Burlington, WA 98233

The Naval Air Station Whidbey Island is an integral part of Northwest Washington economy - providing an enormous amount of support to the local communities both fiscally and through volunteer activities by the men and women stationed there. OLF Coupeville is a very important part of that as well because it provides our aircrews an opportunity to train in the best conditions anywhere for FCLP and for further carrier landings. Not only does the entire facility provide these services to the communities and our aircrews, from a tactical standpoint, the IR routes and VR routes that originate out of NAS Whidbey are the best in the country. Aircrews fly from other bases throughout the west coast in order to do low level training, etc from NAS Whidbey. Why in the world would the thought ever occur to change this? The price of freedom is expensive in many ways. Lives are lost in the fight - sometimes because appropriate training was not available in a cost effective manner. Keep the OLF open and keep NAS Whidbey the vibrant, community friendly place it has come to be over the numerous decades it has been there. All of Skagit County as well as Island County benefit from its existence and the personnel there. And, the Navy is welcomed with open arms in just about every atmosphere in the area. The economics of the building industry are very simple. If we have the need, we will build to accommodate that. Our money earned from these construction projects is funneled back into the local communities. And, we gainfully employ quite a number of individuals in the area. Some are retired military, spouses of active duty personnel and even those that serve in the US Naval Reserve. Only a few residents in the area object to the Navy being located here and the OLF being open. Those few were not here when NAS Whidbey was commissioned nor were they here when OLF Coupeville was commissioned. For well over 25 years there has been a noise disclosure notice that has been signed in every real estate closing event which covers the entire Whidbey Island. This outcry is no different than is found around any airport from those that came afterward, purchased their property, signed the document and now want change. Keep NAS Whidbey fully operational. The sound of freedom is awesome! Thank you

(b)(6)

0079

lopez island, WA 98261

(b)(6) Lopez Island, WA 98261 EA-18G Growler EIS Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Attn: Code EV21/SS Subject: Comments on EIS Scoping for Growler Operations at NAS Whidbey Ault Field and OLF Coupeville. Sir/Madam: The scope of this EIS should be comprehensive and include the impacts of Growler operations on San Juan County, especially on southern Lopez Island and on the marine environment in the Strait of Juan de Fuca around Smith Island. NOISE: The use of average sound levels (DNL-Day Night Average Sound Level) should be avoided. The DNL is not a useful or effective measurement of actual, real-world impacts of Growler noise. For example, it only takes one or two overflights to create significant economic impacts – to cause a potential real estate purchaser to decide “I don’t want to live HERE” or a tourist to say “I’m not staying HERE again”. Engine run-ups at Ault Field should be studied for the same reasons. Marine mammals are significantly affected by noise from boats, to the point that strict regulations have been put in place on boaters and on Navy sonar use in the Strait. The impacts of Growler noise on marine mammals and fish must be studied. We cannot assume that noise stops at the surface. Here again, the DNL should not be used to exclude marine areas since Growler overflights might well occur at just the right time to interfere with critical feeding or mating behavior of endangered species. FUEL DUMPING: From where I live on Lopez Island, I see about a half-dozen fuel dumps a year over the Smith Island area. These can only be seen on clear days, so one must assume that there are many more in the course of the year, clear days being rare. The fuel evaporates before reaching the ground, but this is a substantial quantity of vapor of an indisputably toxic substance. Significant impacts are highly likely. (b)(6)

(b)(6)

LOPEZ ISLAND, WA 98261

I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. I live on Lopez Island and often experience jet noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel raising the anxiety level in my body. I would like the EIS to study the following areas:

AVERAGING NOISE How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). Real-time high noise events need to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not "low impact" – especially if it's occurring after 9pm.

ENGINE RUN-UPS What would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects children who cannot sleep, and adults who need rest for work. Ear protection does not even begin to dampen the sound. One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas.

HEALTH EFFECTS What correlations are there between health problems and proximity to the areas most affected by F-18 flights? I have been experiencing a neurological skin problem that my doctor is linking with the anxiety that is produced from the ongoing invasive noise of the F-18's. There is well documented evidence showing correlations between - heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immunotoxicity, sleep disturbances, depression, anxiety and stress related disorders - and noise – especially noise over 90 decibels. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages.

AIR QUALITY – WATER QUALITY – EXHAUST AND EMISSIONS How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality? I particularly would like the EIS to study:

- What about jet fuel residues that sift down to the ground?
- How are our agricultural lands affected?
- How has jet fuel dumping that has been witnessed over Smith and Minor Islands affected the National Wildlife Refuges and the large kelp beds that surround these islands?

I am very concerned about air quality and the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. How will additional planes impact our air quality? Testing air quality and soil for residues of jet operation should be conducted in the four counties affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and

aquatic life. The southend of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. SAN JUAN COUNTY ECONOMY How will San Juan County's economy be affected by the proposed additions of jets? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, wildlife refuges and parks. They come for the beauty and the quiet not the noise of a war zone. NAS Whidbey's intrusive noise and over-flights are incompatible with local land use in the region. AUSTRALIAN TRAINING The 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release needs to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts need to be based on 25 EA-18G 's not 13. CUMULATIVE IMPACTS STUDY The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas.

(b)(6)

0081

Clinton, WA 98236

It is a well know fact that Oak Harbor and surrounding cities are pretty much given over to our Naval Base. I cannot understand the current ado over this issue--for heavens sake, the people moving in --non Navy-- were surely aware of this fact--and could/should have chosen to settle elsewhere. Lets keep our Navy People and base. We own property directly across the highway from the OLF and support keeping the OLF/Navy presence.
Sincerely, (b)(6)

Lopez Island, WA 98261

First of all, I would request that the Navy conduct a Comprehensive EIS for the EA-18G Growler Airfield Operations at NAS Whidbey Island, including the cumulative impacts from the addition of the EA-18G and P-8 aircraft. The EIS should look at all environmental and health effects to those in the surrounding area (including San Juan Islands) related to changes proposed to NAS Whidbey Island. In particular, the noise differences between the proposed Growler and Prowler aircraft. In the Wyle Aircraft Noise Study (dated October 2012), the Growler produces more low-frequency noise, on average 11 decibels, than the Prowler aircraft previously used by the Navy. This increased low-frequency noise has a greater impact on areas further from the base (i.e., San Juan Islands) because it travels further than high-frequency noise. We have noticed a significant increase in noise to our area from the Growler aircraft including vibration and rattling of our homes. This has been notably amplified over the last 8-9 months since the Navy stopped using the OLF Coupeville airfield, and increased operations at the Ault field. On page 10 of your scoping meeting brochure, the Navy acknowledges a 10 dB increase in noise is "Dramatic....Twice as Loud" change in noise. This increased noise has been shown to cause health effects and should be studied for all areas impacted, including the San Juan Islands. The Comprehensive EIS should also evaluate the impact to air and water quality from an increase in exhaust and emissions. An increase in aircraft operations at NAS Whidbey has the potential to be detrimental to our local air and water quality. There is also a potential for more fuel dumping over our area from an increase number of aircraft and annual operations, as a result of unforeseen emergency conditions. This should also be studied in the Comprehensive EIS. With more noise from these aircraft, our local economy may be affected due to a decrease in tourism to the area. NAS Whidbey's intrusive noise and over-flights are incompatible with local land use in our region.

(b)(6)

0083

Lopez Island, WA 98261

I live on the north end of Lopez Island and have heard the navy jets more and more over the last 2 years. The loud noise completely disrupts anything I am doing, making it impossible to speak on the phone or practice piano, for example. The noise level also makes me feel very anxious. Please address the effect of aircraft flights on air pollution over Lopez Island.

(b)(6)

0084

Lopez Island, 98261

We recently bought an older home on the south end of the island. The 100 year old wood shakes at the noise and wakes up kids from naps. It seems way worse down here than on the north end of the island where we used to live. It also seems way more frequent. I feel this is a serious detraction to the charm and lifestyle of living on the island. We used to live in Federal Way under the air path to Seatac... This is worse.

Lopez Island, WA 98261

EIS Scoping comment Subject: Noise Impacts December 18, 2013 I am writing to request that the Navy review and revise its use of Day/Night Noise Level (DNL) averaging in the assessment of EA-18G Growler noise impacts. The DNL 24-hour average is typically converted to a metric of "average annual day" by considering all DNL's for the period of one year. This metric formed the basis for much of the EA-18G noise data and impact analysis in prior Environmental Assessments. Acceptance within the scientific community of the usefulness of DNL averaging for predicting community annoyance levels was based on conclusions derived from data collection in the vicinity of municipal airports. In order to preserve the valid use of sound level averaging, differences in flight operations between municipal airports and military flight installations must be accounted for. Noise from aircraft at municipal airports consists of multiple single noise events occurring daily, 365 days a year. (There are no days in which aircraft noise events are entirely absent.) Because the sound environment in the vicinity of these airports is similar from one day to the next, calculation of an "average annual day" has been determined to be a reasonable, relevant and useful metric for measuring community response. Military flight operations out of NAS Whidbey do not attain a similar level of day to day consistency. During the course of a year, there are many days in which there are few or no Growler flight operations. The inclusion of these days of relative quiet (i.e. complete absence of annoyance) into the calculation of what constitutes an "average annual day" skews analysis of the data in the direction of "no impact" and nullifies the scientific validity of any assessment based on DNL annual averaging. The EIS should require that previous and future data be converted to a more valid metric, omitting from consideration all 24-hour periods in which EA-18G flight ops are absent or minimal. A metric which reflects "average operational days" could then be expected to more closely reflect the intended use of the "average annual day" metric in predicting impacts. Additionally, the 2005 and 2012 Environmental Assessments combined data from multiple years during which there were differing numbers of annual flight operations in order to arrive at the single "annual" DNL metric. I have not looked into how that might also have skewed data analysis, but hope that EIS consultants will be directed to address that issue as well. Comparisons to EA-6B Prowler noise levels and flight operations failed to predict community response to the transition to EA-18G aircraft. In addition to the application of questionable DNL metrics, assessments of both auditory and non-auditory noise impacts have been attenuated by the preferred use of dB(A) metrics over dB(C) metrics despite recognition that C-weighting provides a superior measure of noise impacts specific to aircraft noise. This is particularly true as regards the low-frequency noise signature of the Growler. Modification of DNL averaging criteria combined with the application of more appropriate metrics with regard to sound frequencies will result in better science which may then be expected to yield a more accurate assessment of noise impacts. I have contributed this comment as an interested party. My home is located in the southern portion of San Juan County, less than 10 miles from runways at NAS Whidbey. Noise from the air station travels unobstructed over water the full distance to my location in an area of very low ambient noise levels. EA-18G aircraft fly directly over my house at altitudes equivalent to those within mapped noise zones. I, and other residents of this county do not perceive disturbance from aircraft noise in terms of daily or yearly averages, and we do not require

an EIS to know that we are experiencing significant negative impacts as a result of exposure to EA-18G noise pollution. That said, I hope that my comments will be used to insure that this EIS is both comprehensive in scope and unbiased in its use of the best available science to assess the multiple environmental impacts of "Growler" noise. (b)(6)
(b)(6) Lopez Island, WA 98261

(b)(6)

0086

Lopez Island, WA 98261

I live on the north end of Lopez Island and have observed a significant increase in airfield noise (low rumbling), overhead air traffic of VERY loud jets - often right over our heads when there is low cloud cover. The noise is deafening - this is affecting my already weak stress response - the pristine Lopez environment is being intruded upon. What are the actual noise levels on the north end with these flyovers? Has it ever been measured? If it stops conversation, it is TOO LOUD.

(b)(6)

0087

Lopez Island, WA 98261

Observations of large fuel dumps into the strait south of Lopez Island is disgusting and an environmental hazard. How much fuel is being dumped? What are the impacts on local marine life, residents who breathe the fouled air?

(b)(6)

0088

Lopez Island, WA 98261

Dear Sir or Madam, While I understand the need for jets from the NAS on Whidbey Island to fly over our home, I am greatly concerned by the proposed increase in flights. I ask you to please reconsider. Already, the noise and rumbling from the current number of flights is at times difficult to live with. My husband and I have had to move fragile pieces off of certain shelves because the vibrations from the jets shake our home. The noise frequently interrupts conversations, not to mention a few times even causing issues with the normal parenting routine of our toddler's bedtime. We chose to live on Lopez Island partly because of the quiet of nature. To have that interrupted now and then is completely understandable. To have it interrupted with such noise and vibrations as the jets create is difficult, and I kindly ask that the flights not be increased. Thank you so much for your consideration. (b)(6)

(b)(6)

0089

Lopez Island, WA 98261

I want the Navel Air Station to know that there are quite a few people on the Island that support them. I do not have a problem with the jet noise, to me it's the sound that helps keep this country safe. The people that are complaining moved to the Island well after 1942 and have no right to complain about noise. You know move next to an sewage dump then complain about the smell... Keep up the good work, I support you.

(b)(6)

0090

Coupeville, WA 98239

I would like to receive a paper copy of the Draft EIS as my eyes will not permit me to read the material online, and I am not able to spend enough time in the public library to read the document there

(b)(6)

0091

Greenbank, WA 98253

The Navy is a long-standing and important presence on Whidbey Island. We were well aware of the Navy's presence when we purchased property in Central Whidbey in 1990. We strongly believe the Navy should continue operations as required to prepare for duty.

(b)(6)

0092

Oak Harbor, WA 98277

Civilians have the luxury of choosing where to live - one of our country's many freedoms. This community is strongly intertwined with military families, its operations, and training efforts.

(b)(6)

0093

Oak Harbor, WA 98277

I firmly believe that the VAQ community is integral to the success of our nation's military. Similarly, the Whidbey Island communities need the economic boost that having a robust Naval Air Station brings. We are very fortunate to be able to support the air station and the VAQ community that is, in turn, supported by it. One of the negatives in having the community based here is certainly the noise during field operations. While it is not insignificant, through communication and coordination, its impact can be minimized. Those intent on shutting down OLF Coupeville need to understand that they aren't going to get rid of the OLF just as the Navy needs to make use of the field at times that will minimize the negative impact on those living nearby while still meeting their training requirements.

(b)(6)

0094

Oak Harbor, WA 98277

I am sick and tired of reading about the small anti-Navy group wanting to close down OLF Coupleville. NAS Whidbey and the OLF have been here for years and the folks complaining have not. It is time to show some spine and tell them what they want is not in the best interests of the Navy or community. Save OLF and NAS Whidbey and continue to provide the Navy with the best training possible!

(b)(6)

0095

Oak Harbor, WA 98277

I believe it is in the best interest of Whidbey Island to continue to support the Navy in conducting flight operations at the OLF and Ault Field. This training is vital to the pilots who fly and defend this country. It is in direct support of the fleet and carrier operations. Without the continued training the pilots would not be up to par in defending this country. Keep the OLF and Ault Field open. Go Navy!!

(b)(6)

0096

Concrete, WA 98237

The Growlers are loud, but not as loud as the Prowler is and the Intruder and A-3 Skywarrior were. It's obvious the Growler engines have a higher pitch/frequency which likely sounds louder to the untrained ear. I have been and lived directly under the FMLP/FCLP flight paths. Yes, the planes are loud but they aren't a hazard health-wise or safety-wise. Animals do not seem to be bothered by them nor do children seem to mind them. The only complaints I hear/see are from those who now have buyer's remorse.

(b)(6)

0097

Oak Harbor, WA 98277

Having the Navy Base brings many first class men and women. We are grateful to them for working for our safety in difficult jobs. it gives many the opportunity to see personally, life in small towns on Whidbey Island. I love the US Navy here!!

(b)(6)

0098

La Conner, WA 98257

I hear the EA 18's and yes louder than the Prowlers, I don't mind it. The NAVY must train, and be ready at a moments notice to protect our interests. I was a environmental project manager on Edward AFB and I would issue a recommendation of no significant impact.

(b)(6)

0099

Lopez Island, WA 98261

I am a roofer on Lopez Island, I work outside all the time. The other day I was working on a mid Lopez island location in November of this year and almost could not continue because of the intense smell of aviation fuel. I had a headache and was feeling noxious as a result. This is a direct impact on my livelihood as it is extremely dangerous to be on a roof when feeling dizzy. I do not enjoy the noise, but I can work with that. Fuel dumps are another matter that I find unacceptable. Thank you for your consideration.

(b)(6)

0100

Oak harbor, WA 98277

I am in full support of Navy operations at OLF and on base at Oak Harbor. Without our Navy active and retired customers we would undoubtedly close, costing 14 jobs directly supported by our small family owned business. We are proud of our relationship with NASWI! (b)(6)

Oak Harbor, WA 98277

NAS Whidbey Island is a state-of-the-art master jet base which is ideally located to provide aviation mission support throughout the Pacific theater, and to provide world wide electronic attack support, both ashore and afloat, through the assets of Electronic Attack Wing, Pacific. It represents the last bastion of unencumbered airspace in the country, offering unequalled and irreplaceable training areas and low level routes. NASWI is an asset which, in its entirety, cannot be replaced. Many wise steps have been taken by both city and county officials to limit encroachment and to ensure persons purchasing property in the noise zones for NAS Whidbey and OLF Coupeville are aware of the aircraft operational impacts they can expect. Both NAS Whidbey Island and OLF Coupeville have been in existence and in use by the various aircraft types assigned here since the early 1940's. OLF Coupeville is absolutely essential to the proper training of carrier based aircrews assigned here. It cannot go away, and it cannot be replaced, for both fiscal and environmental reasons. Likewise, the cost and disruption to readiness that would result from relocation of the entire EA-18 Growler community are simply unsupportable. I am both concerned and chagrined at the amount of attention being paid to a small but loud group of individuals, most of whom are latecomers to this area, who profess that, because they are now here, the Navy, which has been the heart and soul of Whidbey Island for over 70 years, is somehow now evil and now must go. Despite all of the altruistic reasons cited by this group, including harm to our children, desecration of Ebey's Reserve, etc., the heart of the matter is their failure to acknowledge the existence of long-standing aircraft operations and traffic/noise patterns when they built or purchased their homes in noise zones. Their position, simply stated, is "not in my back yard". They contend that OLF Coupeville now must be closed in order to satisfy them, regardless of the cost or impact on readiness of the mission-critical Growler community. I urge those who will formulate the EA-18G EIS to place the posturing of this ego-driven anti-OLF group in its proper perspective, along with the inevitable sensationalist media frenzy it has generated. The continued basing of our Navy's electronic attack community at NAS Whidbey Island is critical both to our current and future warfighting capability and to the economic future of Island County. And full utilization of OLF Coupeville is in turn essential to the mission of NAS Whidbey Island.

(b)(6)

0102

La Conner, WA 98257

You are polluting our atmosphere and our homes with your noise and exhaust emissions.
You are wasting our tax dollars, and promoting fear. Stop!

(b)(6)

0103

Coupeville, WA 98239

The Navy is the major reason for the economic health of Whidbey Island. Anyone who has purchased property in the last 50 years is aware of the Navy use of OLF. and the noise level. Any complaints are disengenous.

(b)(6)

0104

Freeland, WA 98249

Please continue the training and landings at the OLF in Coupeville Washington. My husband and I have a son in the Air Force, a captain and EWO. He gets deployed frequently, and I always pray that when he leave, he has the best training possible. I'm sure every other military family member has the same wishes for their loved ones.

Lopez Island, WA 98261-0296

I have lived on Lopez Island for 22 years. We initially built a house on the southeast part of the island on Hunter Bay. We sold that house and built a new one in 2005 in Lopez Village area....we feel very fortunate to have been able to sell that first property since NOW that the Whidbey noise issue is mushrooming we've heard of situations where selling Lopez property is being effected by the increasing level of noise. HOWEVER, my most bothersome concern is the impact of FUEL DUMPS and yes, the noise of jets just sitting on the ground making noise. It is a well known fact that noise can impact a persons health and even hearing. BUT, the fuel dumps over the waters surrounding Lopez Island I fear as there is a very high incidence of brain tumors in fairly young residents....brain tumors that are ultimately untreatable. I'm asking that the "scoping process" include a comprehensive epidemiological study of ALL tumors & cancers (i.e. breast cancer is rampant in the county) in the San Juan Islands, which shall determine what portion of the tumors & cancers are attributable to NAS activities but not limited to the carcinogenic byproductsof combustion of jet fuel in the skies above but also will investigate the continuing fuel dumps over the waters that separate Lopez Island from Whidbey. My ultimate concern is that tumors & cancers will increase under the proposed action of NAS. The study should identify actions that will reduce the risks. If this study cannot identify and mitigate these effects, the proposed actions of NAS should NOT be approved. Thank you for your willingness to accept public comments.

(b)(6)

0106

Lopez island, WA 98261

I am against any expansion of Naval activities at whidbey island because the noise from the jets is already too great. Any efforts to reduce jet noise on Lopez island would be greatly appreciated. Thanks for putting up a website where citizen comments can be heard.

(b)(6)

0107

Oak Harbor, WA 98277

I have lived on the northern end of Whidbey Island for over 40 years. I live within 5 miles of NAS Whidbey and strongly support the Navy and its mission, including the preparation for deployment training. FCLP flights have been conducted more often at Nas Whidbey than at outlying field Coupeville, with no harmful effects to the citizens that live here. In my opinion the groups targeting the outlying field knew it was there when they purchased their property and now are trying to improve their lot by increasing the value of the property if the field closed. They are a very small percentage of the citizens that live on the Island and should not get the upper hand due to their vocal showmanship.

Lopez Island, WA 98261

I fully understand and appreciate the need to run such operations. However, in the 5 years since we moved here, the volume and frequency of these operations over Lopez Island seems to have increased greatly. I write in hopes that some of this noise can be diminished or redirected over open water (especially at night) to preserve the calm solitude that communities like ours are known for. Thank you.

(b)(6)

0109

Lopez Island, WA 98261

I would like to share with you a post I put up on FB.....There were 39 people who "liked" it, there were 9 positive comments and 6 of those were folks from Lopez Island.....
Stephanie Boortz Fowler: The Navy boys are out again! LOVE it!so disappointed there are actually people on Lopezrocks complaining about hearing the "sound of freedom"I am so thankful to all those that serve our country, and when I hear those jets flying over the house it is just a comforting reminder that we are well taken care of.
So, fly away boys! Write a comment... ..

(b)(6)

0110

Oak Harbor, WA 98277

Whidbey Island Naval Station and OLF has been a valued member of our Island for over 70 years. We support the Navy's training needs to prepare our pilots to continue to defend and support our country and our rights. Please keep OLF open and our troops well prepared.

(b)(6)

0111

Oak Harbor, WA 98277

I would like to add my support to the majority of residents of Whidbey Island who are supporters of the Navy and specifically for the need for night carrier landing practice. I was fortunate to spend 2 days on the Nimitz in the late eighties when NAS Whidbey was on the base closure list. It was and is very clear to me that this training is essential to the Navies mission and the safety of the men and women who fly.

(b)(6)

0112

Oak Harbor, WA 98277

I live close to the pattern for Ault Field. I was fully aware of the noise when I built my house. The same can be said for the residents of Coupeville area. That being said, there are things Navy could be doing to lessen the emotions and show that they are working to make the necessary operations as passe as possible. It must be understood that the Coupeville citizens are not that concerned about the 'noise' level. They never have been. It is all about closing down ALL Navy operations on Whidbey Island. I speak from experience in that I was the Wing Commander here in the early 90's when we were going through the BRAC assesment, and the same group saw this as an avenue to push for closure at that time. We took a very different approach in dealing with them -- one of pro-active discussions on their turf. It didn't completely appease them, but there was a definite change of understanding of why we had to do certain flight operations. Bottom line: Do not give in to the idea of closing OLF Coupeville. If you do, the next target will be the NAS. The EIS should encompass more landings than has been talked about in the local press. You can always back off, but can never add on without negative comments. Clearly, the vast majority of citizens on Whidbey Island understand the reason for FCLPs, and fully accept the associated noise that they generate.

(b)(6)

0113

Lopez Island, WA 98261

Dear EIS Staff, I have lived in the Lopez village for 27 years. Just in the last 3 years I have experienced many times my house actually tremble with the noise from the jets. I have to stop talking to my husband because during the episode we can not hear each other. This is extraordinary. I understand these new jets will be ever louder than this fleet. Please do not let this noise continue to destroy our fragile and beautiful environment.

Sincerely, (b)(6)

Coupeville, WA 98239

This is an amendment to the EIS comment letter I sent via certified mail last week, which I will reproduce below. I neglected to mention that the scoping process for the Growlers must include the environmental effects of the vibrations and the frequencies or pitch of the sounds emitted over residential communities during touch and go practices at the Coupeville OLF which have resulted in shattered glass in a number of homes, one of which is mine. Please refer to Navy Tort Claim file # J140236 being handled by attorney Thomas E Campbell for the Navy. I filed this claim when a low flying growler shattered glass in my home the week after Memorial Day 2013. Since I had long before filed this claim with the Navy, I only recently realized it was an appropriate scoping matter, too. We were lucky that no family member or pet was standing near the glass that shattered as someone or a pet could have been seriously injured or killed. Set forth below is the substance of the comment letter I did mail to the address provided at the scoping meeting: Attn: Code EV21/SS The Navy must stop being disingenuous about EIS statements regarding the tremendous increase in activity at NAS Whidbey and, particularly, the Outlying Field in Coupeville, WA. The Navy has approached this increase in activity, personnel, equipment, noise and pollution incrementally. Beginning with a false and misleading EIS filed in 2005 regarding the impact of the EA-18 Growlers, the Navy is using a misleading baseline to analyze incremental increases instead of analyzing the total impact of all activity on the environment and civilian population of Whidbey Island. The EIS relating to the P-8As should also have been included in a broader EIS relating to all activity at NAS Whidbey and the consequent impact on activity at the Outlying Field (OLF) of increasing squadrons of all planes deployed on Whidbey Island. The Navy must utilize the actual number of decibels produced by a single Growler touch and go, as the science holds that even one exposure to noise in excess of 75 decibels may cause permanent hearing damage. Instead the Navy utilizes a 24 hour period when the level of a single Growlers flight is averaged with levels when there are zero flights producing an average decibel level that is meaningless when one may be exposed to levels in excess of 100 decibels for hours during that 24 hour period. The Navy has never examined the effects of jet exhaust on the environment of central Whidbey. Many residents have had arborists report that trees are dying off because of chemicals emitted from jets flying low over gardens and forested areas. Many residents such as myself moved to Central and South Whidbey specifically because of its reputation for clean air and water. Dumping fuel in our water and exhaust from the tremendous increase in numbers of touch and goes is affecting our health and the health of vegetation on Whidbey Island. Furthermore, Whidbey Island has long been a resting place for migratory birds. Our property is a certified backyard wildlife sanctuary and we have noticed a significant decrease in the quantity and variety of species using our bird feeders and water supplies. These emissions and noise from planes has a direct negative effect on the economy of Central Whidbey. Our two major industries and employers are the tourism industry and organic farming. Tourists have left our bed and breakfasts and restaurants never to return because the noise is unbearable. Can our farms actually claim to be organic when fuel is being emitted over them? Another major employer is the hospital. The noise when planes flying over the hospital at over 100 decibels prevent many prospective patients from using the hospital's facilities, except for

emergencies, because one cannot recover when one cannot sleep. There have been Growler practices that begin before 7 am and extend to after 1 am for consecutive days at a time with breaks of approximately an hour between sets of touch and goes. When are residents supposed to sleep? I can document a significant rise in blood pressure since the Growlers started touch and go practice at the OLF and my husband can document hearing loss and tinnitus. My doctors can also document that while my health had improved greatly after moving to Coupeville in 2007, it has declined since 2012 when the Growlers began touch and go practice. We purchased our home at the height of the real estate market in 2007. We put nearly \$70,000 of modifications into it. When the Growlers began flying we consulted a real estate agent who told us we would be lucky to get half the value of our investment, if we were able to sell the property at all. While real estate values have fallen nationwide and on Whidbey Island, other areas of the Pacific Northwest have begun to rebound, and values in South Whidbey have recovered dramatically, while properties in postal code 98239, near the outlying field, continue to plummet. We never signed any form of disclosure regarding the existence of the OLF and that was confirmed in writing by the broker who sold us our property. Roughly a third of all buyers in 98239 never signed any such notice as per a survey done by the Mayor and a Commissioner. Visually, until this year, the actual size of the OLF could not be seen from the single main road, Routes 525/20, that travels the length of Whidbey Island. Early this year, the Navy cut down much forest land that hid the OLF from view. We are not certain even today if the OLF was always that large, or whether the Navy enlarged it. Then the Navy placed concrete barriers in place of the trees. When residents and Citizens of Ebey's Reserve, a national park complained that these actions made the entrance to this national treasure look like an armed military installation and ruined the scenic beauty of our quiet peaceful reserve, we were told it was for security reasons. Security reasons? In the last 50 years the only illegal encroachment onto the OLF was by one drunk driver, and I doubt any protestors would try driving through a forest. The forest was a far more effective barrier than two foot high cement blocks and far more attractive in keeping with the scenic value of Ebey's Reserve, purportedly a national treasure. In addition to the health risks that the Navy has tried to cover up by averaging decibel levels during practice session with decibel levels when there is virtual silence, the touch and goes make enjoyment of life impossible. One cannot be out of doors hiking, fishing, gardening or even walking a dog. Inside, even in homes built to the specifications that Navy, itself, provided to Island County, one cannot have a conversation, hear a telephone ring or listen to a radio or television. We have been taken from our quiet rural existence and thrust into a war zone. The OLF should be closed. No one was ever told that we lived in a crash zone, not even those who received disclosures that warned of excessive noise. This is an inhabited area, and the Growlers have had a history of mishaps and crashes. There are two schools in the crash zone and an animal shelter. Flying Growlers in touch and go practices is incompatible with the human, animal and avian life in their path. If we were enemy combatants, what the Navy is doing to citizens they have vowed to serve and protect would be deemed torture under the Geneva Conventions (prolonged exposure to noise and sleep deprivation). This must stop. The OLF must be closed. This is an abuse of human rights by the military that is sworn to protect and serve. Must we take our concerns to the United Nations? Respectfully submitted, (b)(6),

JD

(b)(6)

0115

Bellevue, WA 98006

Please keep the OLF at coupeville it is a vital asset and is a nice thing and not at all damaging to the noise

(b)(6)

A large grey rectangular redaction box covers the majority of the top-left section of the page, starting below the '(b)(6)' label and extending to the right and down.

0116

Rhododendron Ball Park is right under the turn. The jets aren't very high, causing harm to the children playing there. Please change something to stop harming the kids. Issue hearing protection. Have the County close the Park and Ballfield.

(b)(6)

0117

Bellevue, WA 98008

I am not a near resident of NAS Whidbey Island, and will be unaffected by flight operations. However, as a citizen and member of my local community, I sacrifice some of my local environment for the greater good of the community as a whole. I don't see anything in the EIS that is outlandish: and, while representing a small sacrifice, represents a reasonable cost/impact to the Country as a whole for the benefit of the whole community of our country.

(b)(6)

0118

Oak Harbor, WA 98277

December 18 I had a meeting at my house from 1 to 3 p.m. The planes roared over my house several times during the meeting and drowned out what we were saying.

(b)(6)

0119

Lopez Island, WA 98261

Living on Lopez Island is special because of its beauty and tranquility. I can accept the occasional loud commercial truck going by, but the sense of invasion of my personal space and privacy that happens when the NAS Whidbey Island jets is off the charts! There are other places much more suited to training pilots that do not impinge on such pristine natural areas as where I live. Loud, low flying jets at random hours of the day or night is not acceptable to me or my community. Find another location and dream of a day when "we" will not need to think of war. (b)(6)



Scoping Meeting Comment Form

Thank you for attending the scoping meeting for the Environmental Impact Statement (EIS) for the EA-18G Growler Airfield Operations at NAS Whidbey Island. To be most helpful, comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: **(1) Provide written comments at today's public meeting;** **(2) Speak with the stenographer, who will record your comments;** **(3) Submit your comments on the project website at www.whidbeyeis.com;** or **(4) Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS. All comments submitted as part of the scoping period must be submitted by January 3, 2014.**

1. Name (b)(6)
2. Organization/Affiliation _____
3. Address (b)(6) Casperville, WA 98239
4. E-mail _____
5. Please check here if you would NOT like to be on the mailing list
6. Please check here if you would like your name/address kept private
7. Please check here if you would like to receive a CD of the Draft EIS when available

Please take the navy off of Whidbey Island. As long as the navy is here it will be a constant struggle as warfare technology gets louder, more toxic and needs more space around it to contain collateral damage to uninhabited areas. Currently this damage is spilling out all over the northern half of Whidbey Island, parts of Skagit Valley & the San Juan Islands. How could you do this the population that you are supposedly trying to defend?

Please print • Additional room is provided on back

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Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

Go to China Lake or White Sands for practice. Be practical and mindful instead of careless with the citizenry. We are the people paying the taxes that pay for your operations. Continue to bankrupt us and sacrifice us and you will have no one left to support you. The navy is reminding me of juvenile delinquents, absolutely mindless of the damage they are doing to things/people around them. You are using aggressive technology... you NEED to be aware of that... it is NOT people friendly! War planes should be flown over unpopulated areas. Take the Growlers and everything that comes after them (F-35c) etc... off of this intensely beautiful Island and quit destroying us!

For more information, please visit the project website at whidbeyis.com

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YOUR INPUT MATTERS

**Comments to The Navy
On 'Growler' Jet Flights at Coupeville's Outlying Field (OLF)**

TO: U.S. NAVY at email WhidbeyEIS@navy.mil (or US mail to: EA-18G EIS Project Manager (Code EV21/SS); NAVFAC Atlantic; 6506 Hampton Blvd; Norfolk, VA, 23508)

COURTESY COPY TO: citizensoftheebeyreserve2@gmail.com

FROM: (b)(6) _____
Coupeville, WA 98239

Please address the following concerns in the Environmental Impact Statement being done for EA-18G Growler Airfield operations at Naval Air Station, Whidbey Island, WA

NOISE: Real-time high noise events experienced with each touch-and-go operation rather than averages over periods when the jets aren't even flying need special attention. JGL Acoustics Inc. found that maximum sound levels from Growler Jets using the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss."

... not potentially... it does create hearing loss!

HEALTH: Numerous peer-reviewed studies document that aircraft noise can permanently damage hearing, raise blood pressure, and harm livestock and wildlife, and children have greater susceptibility to harm. Studies include those by: World Health Organization; US Department of Transportation, and the US Environmental Protection Agency. Anxiety, depression
PTSD

SAFETY: Flights over populated areas pose potential safety problems. Pilots and residents are at risk when the Navy uses this short, outdated World War II era OLF. !!!!

ENVIRONMENT: The OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting recreational/tourist use and appreciation. Please fully consider the real effects of OLF operations on these significant values. Fumigation and dumping on organic farmland and wildlife habitat!

REAL ESTATE VALUES: Louder and more frequent (300%) uses of the OLF since 2006 increasing public awareness of life impacts under the OLF jet shadow are reducing the buying population in the greater Coupeville area. Home sales in that area have shown a steep decline from 2008 to 2012, whereas sales in Langley and Freeland and in Island County, have increased during that period.

With the continued jet problem this downward spiral is certain to escalate. ... made our properties a living hell... can't live in it and can't sell it!

ALTERNATIVES TO OLF: The OLF has not been used for almost six months, during which time training has been conducted elsewhere. As an adjunct to its Norfolk area base, the Navy was prepared to build a new OLF and buy out property owners in coastal North Carolina, The Navy should consider similar permanent alternatives to the use of the Coupeville OLF. we don't want to move... you move!

OTHER COMMENTS.... we are sickened (literally) by the fumigation and fuel dumpings from these jets. This wrecklessness defines the "new" military mind-set... close this base! the OLF! and go to an un-populated area for this >

toxic training!

No more "air raids" over the
tops of our homes. We are
NOT the enemy!!!



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02:EE-004593-0001-02TTO
Growler EIS Comment Sheet.ai-GRA-10/15/13

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December 7, 2013

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6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS EA-18G EIS Project Manager

Dear Project Manager:

I am concerned that the planned concentration of aircraft at NAS Whidbey/Ault Field, combined with potential limitations on operations at OLF Coupeville may increase and/or shift operations, especially touch and go practices, north toward Anacortes.

I live many miles from Ault Field, far enough away to make noticeable touch and go training relatively infrequent. Still, when it does occur near/over my community, it guarantees several unpleasant hours... making the Navy the worst of neighbors that evening(s). In my experience, this is without advance warning or response from a representative.

When I've tried to understand these flight operations, I've found noise information lacking. The noise/hazard mapping that I've seen implies, incorrectly, that little occurs over Fidalgo Island.

With this background in mind, I would like the EIS to include:

- A noise study addressing a typical touch and go event(s) of a few hours, when flights are nearest this community. A 24 hr study period is not helpful; I suggest a two hour peak period.
- I would also like to see noise monitoring equipment installed in town. Publically available data would be helpful during/after any noise event and a useful tool for checking the adequacy of noise modeling.
- If noise near Anacortes is projected to increase, I would like to see alternative squadron assignments and/or training options considered.

Sincerely,

(b)(6)





Welcome

Welcome

The official scoping period began when the Navy published a Notice of Intent to prepare an Environmental Impact Statement (EIS) in the Federal Register on September 5, 2013. The EIS will evaluate the potential environmental effects associated with the proposed introduction of two additional Growler expeditionary squadrons and the addition of Growler aircraft to the training squadron. The Navy is also proposing to continue and increase Growler operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF) Coupeville and to study the distribution of operations between those two airfields. The Navy has extended the minimum 45-day scoping period to 120 days. Comments may be submitted through January 3, 2014.

Scoping meetings are being held to solicit input from the public on what should be analyzed and studied in the EIS. Scoping is one of the first steps in the EIS process, and your input during the scoping period is important. Alternatives are currently being developed. No decisions about the proposal have been made, and the impact analysis has not yet started.

During the scoping period, the public can provide comments in four ways:

1. Provide written comments at today's meeting.
2. Speak with the stenographer, who will record your comments.
3. Submit comments electronically on the project website (www.whidbeyeis.com)
4. Mail comments to:

EA-18G Growler EIS Project Manager
 Naval Facilities Engineering Command Atlantic
 6506 Hampton Boulevard
 Norfolk, VA 23508
 Attn: Code EV/21/SS

The project website will be updated periodically throughout the EIS process to keep you informed. The website will contain public announcements and electronic versions of public information such as the Draft EIS.

Misspelled → should be Growler

Notes

To: EA-18A Growlers EIS Project Manager

Dear Sir,

We have read all the information provided. Assuming you find the noise levels in Cooperville (and Adams Cove) to be too detrimental to continue flying into the OL7 Cooperville, what Alternative OL7 location could you use?

Please let us know what Alternative OL7 fields are possible. Thanks.

(b)(6)

Cooperville, VA ~~98239~~ 98239

(b)(6)

P.S. You fly almost over our home.

TO: Naval Facilities Engineering Command Atlantic
Attn: Code EV21/SS EA-18G EIS Project Manager
6506 Hampton Boulevard
Norfolk, VA 23508

12/07/2013

FROM: (b)(6)

Mount Vernon, WA 98274

SUBJECT: EA-18G environmental impact on Whidbey Island

We recently moved from Coupeville on Whidbey Island to Mount Vernon Washington as life in Coupeville was no longer bearable for us. We had purchased a db meter and measured the noise level of the circling and "touch and go" operations at OLF to be in excess of 125 db in downtown Coupeville and at Coupeville High school. We called the complaint line at NAS on numerous occasions and made this information known to the navy representative. Needless to say, the noise continued unabated.

What we find significant is that the maximum recommended noise level for navy personnel is 85 db and any level greater than that is considered to be a health hazard. Do these safety levels not also apply for the population in general? We have been told by the contact answering the telephone that the problem is young inexperienced pilots that sometimes fail to follow the designated flight path. While this would help, the noise would still be at an unhealthy level.

The noise was not a major problem when the base was built because the aircraft were propeller driven but the advent of jet air craft has increased the noise level many fold. Much of the area around Coupeville is part of the Ebey's Landing National Historical Reserve and deserves much greater respect than it receives from the navy.

Why not station a carrier out in the Pacific Ocean and let our young warriors get real firsthand experience by practicing their touch and goes in a live situation? This would certainly teach them how to follow the designated flight path and give them greater confidence for combat situations. This solution would also provide the residents of Whidbey Island with much deserved peace and quiet.

Thank you

(b)(6)



Scoping Meeting Comment Form

Thank you for attending the scoping meeting for the Environmental Impact Statement (EIS) for the EA-18G Growler Airfield Operations at NAS Whidbey Island. To be most helpful, comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: (1) **Provide written comments** at today's public meeting; (2) **Speak with the stenographer**, who will record your comments; (3) **Submit your comments on the project website** at www.whidbeyeis.com; or (4) **Write your comments and mail them** to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS. All comments submitted as part of the scoping period must be submitted by January 3, 2014.

1. Name (b)(6)
2. Organization/Affiliation LOCAL RESIDENT
3. Address (b)(6) OAK HARBOR, WA 98277
4. E-mail (b)(6)
5. Please check here if you would NOT like to be on the mailing list
6. Please check here if you would like your name/address kept private
7. Please check here if you would like to receive a CD of the Draft EIS when available

AS A 6 YEAR RESIDENT OF SUNRISE HILLS OFF JONES ROAD, AND AFTER ATTENDING THE DEC. 4 NAVAL SCOPING MEETING AT OAK HARBOR HIGH SCHOOL, I WOULD LIKE TO SUBMIT FOR YOUR REVIEW AND CONSIDERATION THE FOLLOWING:

- 1) WRITTEN COMMENTS REGARDING THE JET NOISE
 - 2) EXHIBIT "A": AERIAL MAP OF OUR HOME VS NAS WHIDBEY
 - 3) EXHIBIT "B": MAP SHOWING OUR PERSPECTIVE OF THE TOUCH & GO PRACTICE ROUTES
 - 4) EXHIBIT "C": MAP SHOWING INCOMING ^{FROM} EASTERLY LANDING PATTERN AND OVERHEAD BREAK
 - 5) WHIDBEY NEWS-TIMES LETTER TO EDITOR FROM COVINGVILLE RESIDENT
- Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:

Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

Comments on December 4, 2013 NAS Whidbey Scoping Meeting

To: Naval Facilities Engineering Command Atlantic
Norfolk, Virginia

Upon attending your December 4, 2013 Scoping Meeting at the Oak Harbor High School in Oak Harbor, WA, I am submitting herewith my thoughts regarding mainly the sound/noise issue relating to the EA-6s and EA-18s stationed here at Whidbey Island.

- A. (b)(6) live at (b)(6) and have been at this residence for the past 6 years. (See attached Exhibit "A".) As I have always had a love for aircraft, when we purchased our home, and were advised that we were in what was called "Sound Zone 2", I was excited to be able to see various aircraft taking off and landing near our home. In the beginning, it seemed the Naval aircraft departures and arrivals were fairly consistent, and not very obtrusive. However, it appears that over the past 2-3 years, the frequency of the air traffic has increased and the flight patterns have changed. More recently, we have experienced many low level flights directly over our home at about 500' above the house with what appears to be full power with, or without, after-burners. The noise level is so intense that our house shakes, and we must cover our ears to protect them from the pain of the noise.
- B. There appears to be two types of aircraft flight patterns that affect us the most. The first is the carrier practice take-off and landings from the east/west runway. (See attached Exhibit "B".) Exhibit "B" shows a common flight pattern in red where the aircraft typically fly either directly over our home, or in a pattern either slightly east or west of our home. Within this pattern area, we experience a tremendous amount of jet noise and vibration. The pattern shown in blue is what we consider a more acceptable flight pattern that would take the aircraft further out over Skagit Bay which would help diminish the jet noise received at our home. Plus, is it possible for the pilots to utilize a quieter power thrust on the aircraft while they are making their loop to return to the runway?
- C. Also, as the aircraft are returning from their routine flights over the mainland, their landing procedure coming from the east onto the east/west runway, many times the pilots use the flight pattern as noted on attached Exhibit "C". In utilizing this flight pattern, the aircraft fly directly into the pattern area at about 1500' at high speed right by our house before they break and get into their loop pattern onto the east/west runway. Is it possible for them to come into their pattern at a higher altitude and slower speed, and then go into a steeper glide path down to the runway to reduce the noise effect on the residents along the flight path? Also, as other aircraft are approaching the

runway for a direct landing, the noise level is tolerable.

- D. Probably the most irritating Naval exercise is the nighttime carrier touch n' go practices, which many times are flying right over our home at about 500', one after another for hours into the night. Many people on this island work during the day, and kids go to school during the day, and there are many retired elderly here on North Whidbey. This nighttime exercise adversely affects many people around Ault field and on north Whidbey Island. There must be a viable option to the nighttime exercises. What would be the possibility of anchoring a decommissioned carrier somewhere out in Rosario Straits to conduct their carrier practicing? It doesn't get any more realistic than that. Besides, if an aircraft has a problem during their carrier practice, and they have to eject, the aircraft lands in the water; whereas, if the problem occurs over land, there is great potential that many people will be killed on the ground.

Also, during the nighttime exercises, after the exercises, the pilots go home to their nice, quite living quarters for a good night's sleep, while everyone else is still laying in bed with elevated blood pressure, sore ears, and aggravation. Perhaps the Navy may want to consider relocating the soon-to-be-deployed squadrons to a much more remote and less populated area to do their carrier practice and qualifications, and utilize NAS Whidbey for it's original intent which was, as I understand, a Pacific submarine patrol base and a refueling and armament base for squadrons in route to the Aleutian Islands and Pacific bases.

- E. As I fully understand the need for a strong and well trained military force in our country, I also sometimes feel that the Navy thinks they own north Whidbey Island, and can do as they please with little regard to how their activities affect the residents of this island that we all share. I am hoping that all of the powers-to-be at both the Navy level and the community level can come together and work out a mutually agreeable arrangement that will allow the Navy to conduct their duties, and the inhabitants of Whidbey Island can live in peace and reasonably quiet enjoyment of their home and community, with respect for each other.

Thank you for allowing this opportunity to relate my thoughts regarding a very sensitive issue here at Whidbey Island. If you desire, I would be very happy to meet with anyone from the Navy at our home, or at the base, to further discuss my thoughts regarding this issue. Let's all work together.

Respectfully;

(b)(6)



A

Notes

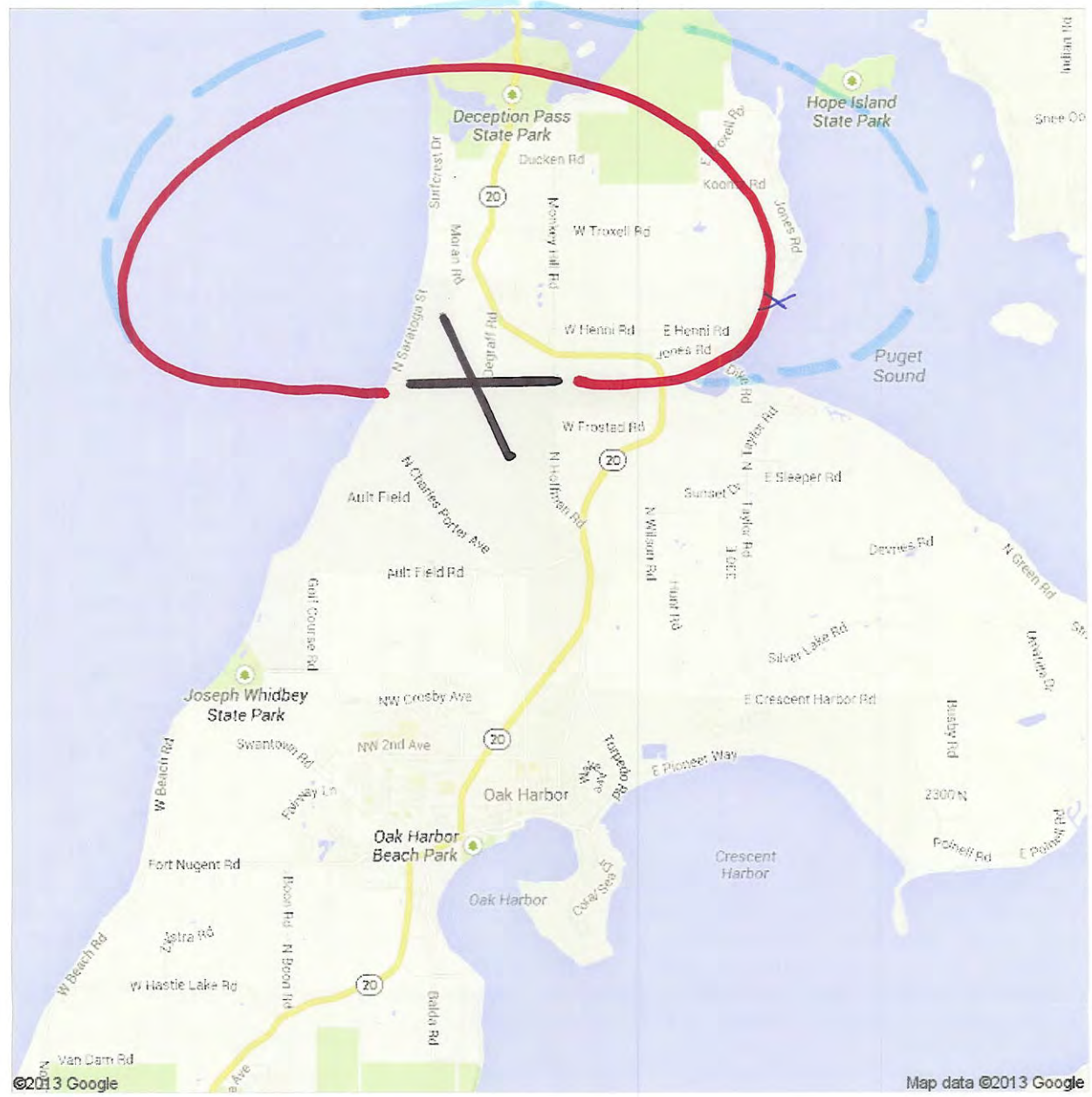


Map of:
Oak Harbor, WA



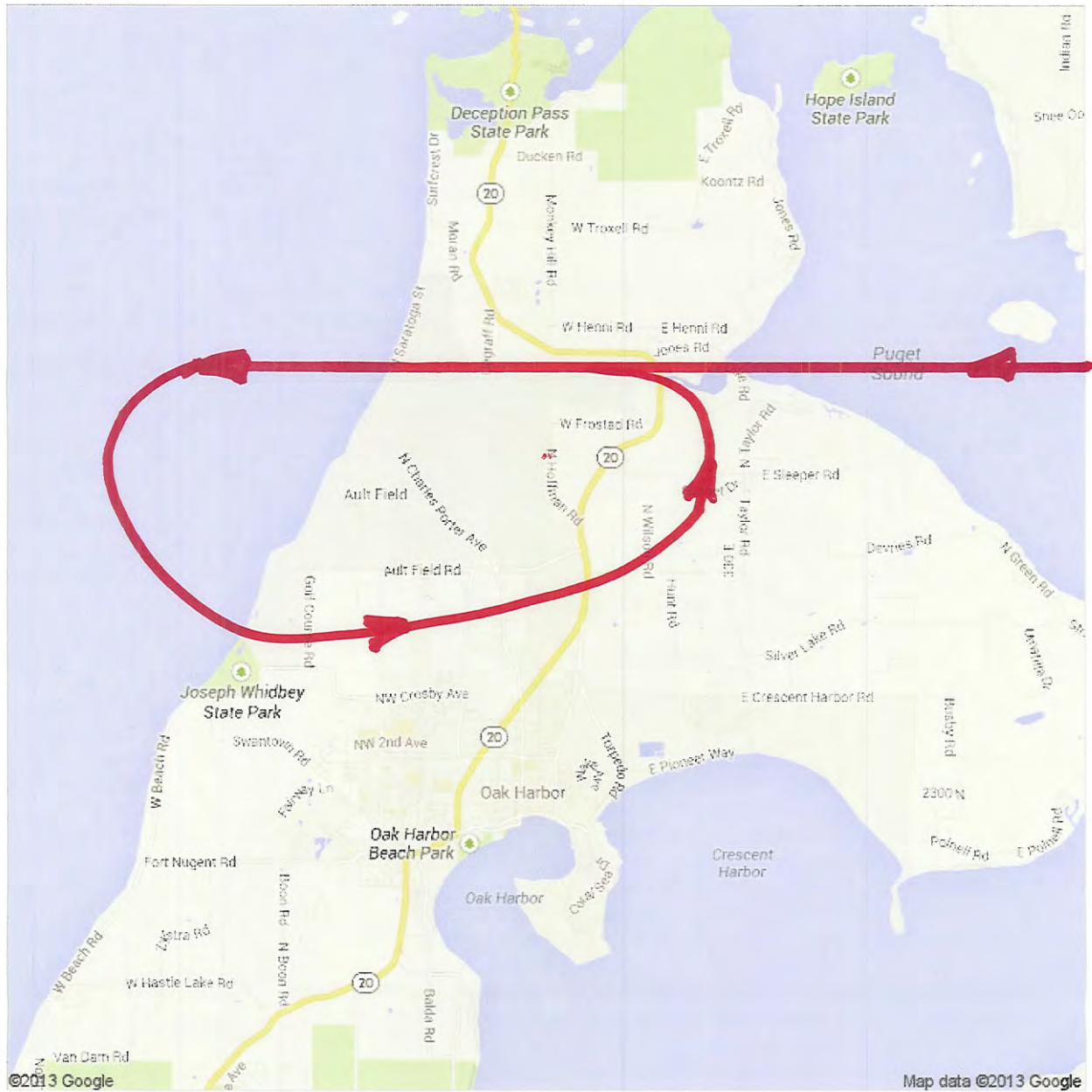
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(B)



FLIGHT PATH OFTEN TAKEN
 SUGGESTED FLIGHT PATH





D

Mantra: Jets=noise for 'the rest of us'

Editor,

The signs are everywhere.
Commissioners have it on their
shirts. Yards sprout it. Mayors
shout it. Council members approve
it. Resolutions proclaim it.

Jets = Jobs is the mantra.

Nothing about freedom.

Nothing about democracy.

Nothing about hearing loss.

Nothing about children's health.

Nothing about Navy safety.

Nothing about health costs.

Nothing about citizens' rights.

Nothing about the dumping of
fuel.

Nothing about tourists leaving
due to noise.

Nothing about residents moving
due to noise.

Nothing about lost property use
and value.

Nothing about being unable to
talk.

Nothing about being unable to
sell your home.

Nothing about being able to hear.

Nothing about Navy folks prefer-
ring Anacortes.

It is about money for Oak Harbor
business owners.

Jets = jobs = money.

What's wrong here?

Money for who?

Not me, I don't own a business in
Oak Harbor.

How about Jets = Money?

Are you getting money?

Or just noise?

Jets = Money for a few rich Oak
Harbor business owners.

Noise for the rest of us.

Michael Monson
Coupeville

EA 18 & EIS Project Manager

12-4 (b)(6) 3

I wish to express my concerns regarding operations @ OLF Coupeville WA. I am concerned about my home in Admirals Cove just south of OLF being classified in a "Crash zone" and thereby raising my homeowners insurance rates as well as all those listed below.

All of the following concerns should be addressed in the EA-18G Growler EIS:

SCOPE: The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment.

NOISE: Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss.

HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems. New children have a greater susceptibility, and the harm to livestock and wildlife. Reference studies by The World Health Organization, The U.S. Department of Transportation, and The U.S. Environmental Protection Agency.

SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses.

ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat.

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general.

ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

OTHER COMMENTS:

Planes approaching OLF from the South fly directly over my home about 80% of the time. Also when there are more than two (2) planes in the pattern the noise is not tolerable. I have lived here for 17+ years and the frequency of planes has increased drastically.

Thank you

(b)(6)

(b)(6)

December 13 2013

EA-18G Grower EIS Project Manager

Naval Facilities Engineering Command Atlantic

6506 Hampton Boulevard

Norfolk, VA 23408

Attn: Code EV21/SS

To Whom It May Concern:

First I am going to address noise! We are privileged to live on nearly 25 acres of wooded property (inherited) with a view of Mt. Baker and the bay. This summer we never were able to sit outside and enjoy our view. With more planes we may never have that opportunity again. The noise level hurts our ears and a conversation is impossible. I have already lost half of my hearing more planes will make it worse.

We pay taxes for a view that is lost to us because of the noise.

We have harvested some of our trees damaged by aircraft stress (information from the University of Washington). Of course nobody believe this but those that know me because I do not lie. I inquired about the new planes and noise factor before we moved home, Guess I shouldn't say the navy lied but I was misinformed about the noise factor in the new planes, I was told they weren't going to be as loud.

During the summer when I was mowing the lawn it is the time they picked to fly directly over our yard and low enough that I was sure I could see the color of the pilots eyes. Again I remind you we are on an island. Fly over the water not our homes.

I know people that don't camp at Deception Pass Park during the summer any longer because of the noise. Unsuspected campers certainly have their camping experience spoiled with little or no sleep and interrupted conversations. Surely not a place where one can relax and enjoy time with family and friends.

The other day as we drove by a field of cattle I wondered how much this noise effect their hearing!

In a previous letter I addressed traffic. The other night at the meeting they estimated 2150 more people living in Oak Harbor. That number really disturbs me. That number means a lot more traffic on a two lane Highway on #20 and Deception Pass Bridge that is already crowded and dangerous. Do you want the same thing to happen on the Deception Pass Bridge that happened on the Skagit County Bridge?

-2-

The bridge is over 75 years old and seems to be struck regularly and once in awhile there is talk but there is no plan to replace the bridge. If anything happens to the bridge we are in "Big Trouble". Everything and everybody will have to ferry from the south end of the island. Navy personnel that live on the main land in case of an emergency would not be able to reach the base in a timely manner. We could be looking at another "Pearl Harbor".

The more planes and personnel you put in Oak Harbor makes us a prime target and Washington State with all the bases here on the coast is an invitation for disaster. I don't believe the enemy will be like us and announce when they are going to strike. Put these planes inland where they can get out and do some good.

Some options that come to mind are: Fallon, El Centro, Yuma MCS, Beal AFB, Nellis AFB, Edwards AFB, Le More. The military is not required to have plush assignments. I know for a fact that Whidbey Island is very bluish.

Respectfully

(b)(6)



Oak Harbor, WA 98277



Scoping Meeting Comment Form

Thank you for attending the scoping meeting for the Environmental Impact Statement (EIS) for the EA-18G Growler Airfield Operations at NAS Whidbey Island. To be most helpful, comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: **(1) Provide written comments at today's public meeting;** **(2) Speak with the stenographer, who will record your comments;** **(3) Submit your comments on the project website at www.whidbeyeis.com;** or **(4) Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS. All comments submitted as part of the scoping period must be submitted by January 3, 2014.**

1. Name (b)(6)
2. Organization/Affiliation
3. Address (b)(6) COUPEVILLE
4. E-mail (b)(6)
5. Please check here if you would NOT like to be on the mailing list
6. Please check here if you would like your name/address kept private
7. Please check here if you would like to receive a CD of the Draft EIS when available

PRIMARY ISSUE: NOISE LEVELS AND TRAFFIC DENSITY AT OLF COUPEVILLE.

STUDY COMMISSIONED BY EBEBY RESERVE, (JGL ACOUSTICS INC.) FOUND SOUND LEVELS SIGNIFICANTLY IN EXCESS OF CODE COMPLIANCE LIMITS. ADDITIONALLY, DAY/NIGHT OLF USAGE IS VERY OBJECTIONABLE AND DANGEROUS FOR ADJACENT RESIDENTIAL AREAS. I HAD TO LEAVE A LITTLE LEAGUE GAME AT RHODODENDRUM PARK WITH EAR PAIN, AND I'M SURE KIDS ARE AFFECTED.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:

Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

(OVER)

YOUR INPUT MATTERS

THESE ARE OUR KIDS, OUR FAMILIES.
THEY SHOULDN'T BE EXPOSED TO EXCESSIVE
NOISE LEVELS ABOVE LEGAL LIMITS.

EVERYTHING CHANGES OVER TIME. I'M
AN AIR FORCE VET. ('56 TO '64), AND UNDERSTAND
YOUR NEEDS. MITCHELL FIELD IN HEMPSTEAD
N.Y. (THINK LINDBERGH IN 1927) GREW FROM
A RURAL FARM AREA UNTIL IT HAD TO CLOSE
IN 1960± FOR MANY REASONS, PRIMARILY
POPULATION DENSITY. HIGH PERFORMANCE
JET ENGINE NOISE HERE HAS EXCEEDED
LEGAL LIMITS, AS WELL AS SAFETY CLEARANCE
STANDARDS, (RISKY EXPOSURE WITH "TOUGH
AND GO" PRACTICE BY NOVICE PILOTS),
TIME FOR CHANGE.

I WANT TO EMPHASIZE THE NEED FOR
NAS WHIDBEY. MY OBJECTION IS LIMITED
ONLY TO "TOUGH AND GO" PRACTICE AT OLF
HERE.

THE COURT ORDERED MORATORIUM ENDING
12/31/13 SHOULD BE EXTENDED UNTIL THE
NAVY ISSUES ITS OWN EIS (ESTIMATED 2016).

PLEASE FEEL FREE TO DISCUSS THIS WITH ME
AND THE PUBLIC. OUR SONS AND DAUGHTERS
ARE IN YOUR CARE, WITH OUR BLESSING!!

(b)(6)

(b)(6)

COUPEVILLE, WA 98239

For more information, please visit the project website at whidbeyis.com

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:

Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

02:EE-004593-0001-02TTO
Growler EIS Comment Sheet.at-GRA-10/15/13

I'm sure that
 the majority of
 my neighbors
 feel the same.
 my phone

(b)(6)

SIRS — I'm sorry this is late —
 But — we live in the approach
 pattern to Runway 180 — by the
 OHF — for about 9 years — been
 impacted as much as + probably more
 than most — we are under the approach
 pattern when the turn from downwind to
 base is made — we (my wife & I) feel
 honored to be able to witness the training
 of our Navy Air Crews & support any
 effort to give them all the training
 we can, to assure their survival.

(b)(6)

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(b)(6)

**EA-18G Growler EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS**

Gentleman,

Subject: Airfield Operations at Naval Air Station Whidbey Island

**(b)(6) are owners of (b)(6)
Oak Harbor WA 98277. We have owned this property since the
early 1960's and lived there since year 2000. Major changes
are being contemplated at NAS Whidbey that effect this
property. Following are our concerns regarding these
changes.**

- 1. We have been led to understand that landings and take off patterns favors a 1000 foot high airplane East/West elevation centerline of Dugualla Bay. We have observed that the EA-6B Prowlers largely achieve the direction but rarely the elevation. The EA-18G Growlers do not conform to any published guidelines. Many have flown directly over our house at low elevations and generating huge noise.**
- 2. We have been told that the Growler is not as noise prone as the Prowler. This is not our experience. Rather we find them flying various patterns with low elevation.**
- 3. We have been told that several squadrons of 737 like patrol craft are planned for the base. This makes it likely that airborne noise and exhaust gas contamination will increase.**
- 4. 2013 is the noisiest year we have experienced in 50 years. Our property is less livable and it's value has gone down. Due to the increasing noise and the air pollution health is at risk as never before. Even now the noise is such that when some craft go in or out conversation stops and ears are covered while waiting for planes to leave the area.**

Thank you for taking our letter. We hope that you can reach your objectives at Naval Air Station Whidbey Island with less property impact.

(b)(6)



**EA-18G Growler EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS**

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(b)(6)



To: EA-18A EIS Project Manager (Code EV21/SS)
Naval Facilities Engineering Command (NAVFAC) Atlantic
6506 Hampton Blvd.
Norfolk, Virginia 23508

At Whidbey Audubon Society, conserving local habitat and protecting the fragile and important environment around Whidbey Island has been our prime mission for nearly three decades.

We are particularly concerned about the impact of the EA-18G on locally important bird and wildlife habitat. To this end, we ask the Navy to respond to our questions and concerns as part of their Environmental Impact Statement.

Whidbey Island has five designated Important Bird Areas (IBA): Crescent Harbor, Crockett Lake, Deception Pass, Deer Lagoon, and Penn Cove. These five IBA are of extraordinary significance to migrating, wintering, and nesting birds. In particular, around Crockett Lake and the surrounding area of Ebey's Reserve there have been 213 species of birds sighted. From raptors, like the Peregrine Falcon, Bald Eagle and Snowy Owl to the thousands of shorebirds that stop at the lake from July to November to feed and rest before continuing their southward migration to their wintering grounds, to the nine species of ducks and numerous species of passerines, all of these birds rely on the habitat in and around Crockett Lake for their very survival.

At Crescent Harbor, another IBA, the endangered Marbled Murrelet is found year-round. How will the Navy determine and monitor the impact of noise from EA-18A jets on the Marbled Murrelet?

What SPECIFIC studies have been identified by the Navy to determine the effects that noise, not only the decibel level but also the penetrating frequencies of the EA-18A, could have on the specific species that use Crockett Lake and Crescent Harbor? Using data from studies completed on dissimilar species of birds in other areas is not an adequate response to this concern. Any Environmental Impact Statement needs to be specific. To date we can not find specific data from the Navy that addresses this concern. (For example, in an EIS on the introduction of the P-8A, the Navy concluded there would be minimal impact on the Marbled Murrelet by selectively certain citing studies of dabbling ducks – a totally different type of bird – and omitting studies by the same researchers that *did* show an impact from aircraft noise on different duck species.)

In addition to these five IBA, just off the west coast of Whidbey Island lies another very significant area, the Smith and Minor Island Aquatic Reserve. This reserve is part of the larger San Juan Islands National Wildlife Refuge, which is managed by the US Fish and Wildlife Service.

Containing the largest kelp bed in Puget Sound, this reserve provides critical habitat for numerous seabirds and marine mammals. Puffins, Rhinoceros Auklets and cormorants nest on the islands, and they are haul out sites for seals and sea lions. The flight area of the EA-18A extends into the reserve. How will the increased jet noise from the EA-18A affect these species?

Finally, we request that the Navy to clarify any practices related to fuel dumping around Whidbey Island. For years there have been rumors of this practice and we feel it would be in good faith for the Navy to explain in detail any circumstances where fuel dumping around Whidbey Island would or would not occur. Our concerns are the impacts and consequences from fuel dumping on the marine and land habitat and wildlife that inhabit these areas. Please include this information in the context of the EIS.

Thank you for the opportunity to provide input and comments. Whidbey Audubon Society looks forward to your response.

Respectfully submitted,

(b)(6)



To: EA-18A EIS Project Manager (Code EV21/SS)
Naval Facilities Engineering Command (NAVFAC) Atlantic
6506 Hampton Blvd.
Norfolk, Virginia 23508

At Whidbey Audubon Society, conserving local habitat and protecting the fragile and important environment around Whidbey Island has been our prime mission for nearly three decades.

We are particularly concerned about the impact of the EA-18G on locally important bird and wildlife habitat. To this end, we ask the Navy to respond to our questions and concerns as part of their Environmental Impact Statement.

Whidbey Island has five designated Important Bird Areas (IBA): Crescent Harbor, Crockett Lake, Deception Pass, Deer Lagoon, and Penn Cove. These five IBA are of extraordinary significance to migrating, wintering, and nesting birds. In particular, around Crockett Lake and the surrounding area of Ebey's Reserve there have been 213 species of birds sighted. From raptors, like the Peregrine Falcon, Bald Eagle and Snowy Owl to the thousands of shorebirds that stop at the lake from July to November to feed and rest before continuing their southward migration to their wintering grounds, to the nine species of ducks and numerous species of passerines, all of these birds rely on the habitat in and around Crockett Lake for their very survival.

At Crescent Harbor, another IBA, the endangered Marbled Murrelet is found year-round. How will the Navy determine and monitor the impact of noise from EA-18A jets on the Marbled Murrelet?

What SPECIFIC studies have been identified by the Navy to determine the effects that noise, not only the decibel level but also the penetrating frequencies of the EA-18A, could have on the specific species that use Crockett Lake and Crescent Harbor? Using data from studies completed on dissimilar species of birds in other areas is not an adequate response to this concern. Any Environmental Impact Statement needs to be specific. To date we can not find specific data from the Navy that addresses this concern. (For example, in an EIS on the introduction of the P-8A, the Navy concluded there would be minimal impact on the Marbled Murrelet by selectively certain citing studies of dabbling ducks – a totally different type of bird – and omitting studies by the same researchers that *did* show an impact from aircraft noise on different duck species.)

In addition to these five IBA, just off the west coast of Whidbey Island lies another very significant area, the Smith and Minor Island Aquatic Reserve. This reserve is part of the larger San Juan Islands National Wildlife Refuge, which is managed by the US Fish and Wildlife Service.

Containing the largest kelp bed in Puget Sound, this reserve provides critical habitat for numerous seabirds and marine mammals. Puffins, Rhinoceros Auklets and cormorants nest on the islands, and they are haul out sites for seals and sea lions. The flight area of the EA-18A extends into the reserve. How will the increased jet noise from the EA-18A affect these species?

Finally, we request that the Navy to clarify any practices related to fuel dumping around Whidbey Island. For years there have been rumors of this practice and we feel it would be in good faith for the Navy to explain in detail any circumstances where fuel dumping around Whidbey Island would or would not occur. Our concerns are the impacts and consequences from fuel dumping on the marine and land habitat and wildlife that inhabit these areas. Please include this information in the context of the EIS.

Thank you for the opportunity to provide input and comments. Whidbey Audubon Society looks forward to your response.

Respectfully submitted,

(b)(6)



(b)(6)

0135

Coupeville, WA 98239

Since July 1986 my wife and I have lived in the OLF Coupeville noise zone. We were aware of OLF Coupeville bounce practice for many years before purchasing our home and consider operations at OLF Coupeville a normal part of life in Central Whidbey. We both support continued and, if necessary, expanded use of OLF Coupeville for NAS Whidbey flight operations. We and many of our guests have missed watching the jets during the recent lull in OLF flight operations.

(b)(6)

0136

Oak Harbor, WA 98277

I do not claim to represent the members of Oak Harbor Council of Navy League, Whidbey Squadron of Association of Navy League, or Oak Harbor Rotary. But my view on the OLF is the same as 90% of those members. Our view is that the OLF is a very important facility in the development of the required skills of Crews of the EA-18 Growler, especially the Pilot, in landing aboard the Aircraft Carrier. And those skills are a critical part of the Electronic Attack mission of the VAQ crews and to the security of our country. Those Growler crews also save many lives of our troops on the ground. In short, OLF is a vital training facility for the mission of NAS Whidbey and the VAQ Wing, and is vigorously supported by the members of Navy League, ANA and Rotary. We are aware of the critics and opposition to the use of OLF by the Growlers, and to a lesser extent, the Prowlers. The noisiest of them is a dozen or so members of the group known at Citizens of Ebey Reserve, led by a Mr. Michael Bronson. Their objection is the noise of the Growler, which they claim is harming the residents close to the OLF; which I know to be thoroughly wrong. I am a former career Navy ASW Pilot and Aerospace Consultant in Acoustics, pertaining to maritime warfare. So I am very aware of the Noise Level of the Growler at full engine power settings, and how much less of that noise is radiated to human ears that are 300 yards away, and how very much less is radiated to human ears that are 1000 yards and 5000 yards away. Growler noise from their altitudes as they pass overhead would not be the cause of injuries to people on the ground, let alone people in houses. In conclusion, most of the citizens of Whidbey Island want the OLF to be viable training site for its proximity to NASWI and the critically important mission of the VAQ squadrons. //s// (b)(6) Oak Harbor, WA 98277. Phone (b)(6)

(b)(6)

0137

Lopez island, WA 98261

Keep flying. I love it. When I hear one flying low I run outside to see if I can spot it! And I think about how good it is to know "they're on OUR side" if this went on all the time, I'd hate it, but it doesn't. Not a problem for me.

(b)(6)

0138

Lopez Island, WA 98261

The noise level of the jets is totally unacceptable. The vibration can be felt in our house and outside. I pity families with little ones or pets who are frightened and awakened. You need to deal with this problem! Please!

(b)(6)

0139

LOPEZ ISLAND, WA 98261

On the south end of Lopez Island there are many Great Horned, Barred and pygmy owls. Please study the effects of night time jet flights on the mating and hunting of these owls.

(b)(6)

0140

LOPEZ ISLAND, WA 98261

I live on the south end of Lopez Island. Please study the psychological effects of jets waking and frightening small children from night time sleep.

(b)(6)

0141

LOPEZ ISLAND, WA 98261

The orca whales of San Juan County are a protected species that contributes heavily to the economy of the islands. Please study the effects of jet noise on the whales' ability to hunt, and the effects of noise on the whale-watching industry in the islands.

(b)(6)

0142

GREENBANK, WA 98253

As a resident of Whidbey Island, I appreciate the opportunity to comment on the planned expansion of the number of squadrons at NAS Whidbey Island. I believe that this expansion will be beneficial to the residents of both Island and Skagit Counties. NASWI continues to be a positive influence in our communities, as a stabilizing force in our local economy and through its military personnel who donate countless volunteer hours to help others. The City of Oak Harbor and Island County recognize the importance of the NASWI. Both the City and the County have passed zoning ordinances so that property under the landing pattern cannot have high density uses, enacted noise disclosure laws and increased building codes for sound attenuation for those houses in the noise zone. I wholeheartedly support the expansion of the number of Expeditionary Squadrons at NAS Whidbey Island.

Lopez Island, 98261

December 21, 2013 TO: EA-18G Growler EIS Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Attn: Code EV21/SS www.whidbeyeis.com FROM: (b)(6), Lopez Island, WA 98261 I'm very concerned about the Navy's proposal to introduce two additional Growler Expeditionary squadrons (10 aircraft) and add three Growler aircraft to the training squadron. I'm also concerned that the Navy has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. I live on Lopez Island and the noise already often makes it difficult to speak with people as well as to sleep. The noise often continues until after my 10 pm bedtime and wakes me, scares my pets who run and hide. I can actually feel the vibrations from the noise in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). However, real-time high noise events need to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not "low impact" – especially if it's occurring after 9pm. Please tell us how the proposed additions of aircraft would affect the profile of real-time high noise events that we now experience. Also, why can't jets fly in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island just eight miles away. I'm also concerned about air quality and the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. There are reports of a recent massive fuel dump over the water. The south end of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. How will additional planes impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? I ask that air quality and soil be tested for residues of jet operation in the counties affected by these flights. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ? Our tourism economy here is being affected as well. Visitors come for beauty and the quiet. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region. To conclude: I ask that the scope of the EIS be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8s scheduled to be based at NAS Whidbey because the number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas. Thank you.

Oak Harbor, WA 98277

Environmental Impact Statement (EIS) for EF-18G Growler operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF). This EIS will evaluate the proposed introduction of two additional expeditionary electronic attack (VAQ) squadrons and the addition of aircraft to the training squadron. I am a retired naval officer, with 25 years of carrier operations experience. There has been much local talk about the noise produced by the EF-18G, and a group was formed in Coupeville WA. with the intent of closing the OLF. This group has done local noise studies and gone as far as to file a law suit in federal court over the community noise impacts. The noise levels this group have recorded and referenced are with in the range predicted in the 2005 EF-18G Environmental Assessment. This groups only real legal standing was the annual operations at the OLF were exceeded the annual number of flight predicted in the 2005 EF- (EA). I believe this 2005 EA study was flawed in the calculation of total Out Lying Field (OLF) operations as reported in this estimate. The number of FCLP's should be only based on the number of EF-18 pilots needing carrier qualification, or re-qualification prior to ship board operations. The reliability of the airframe and engine has nothing to do with this requirement or its calculation. By my carrier experience and calculations this number of OLF FCLP's should have been around 12,000 annual not the 6,120 projected in 2005. This miscalculation in the estimate is the only real discrepancy in the 2005 EA. This projected operational flight number estimate for the OLF, is restricting the full potential of the carrier based aircraft at NAS Whidbey. In my opinion this miscalculated projection is having an degrading impact on EF-18G availability, operational and work up training, for the aircrews while at NAS Whidbey. Since the additional expeditionary electronic attack (VAQ) mission, to NAS Whidbey will not require field carrier landing practice FCLP's, The OLF at Coupeville should not be considered this Environmental Impact Statement. In my opinion the additional expense to NAVAIR is not warranted. If this Environmental Impact Statement (EIS) is including the OLF, it is imperative the calculation of the operational requirement of FCLP's should be based on the pilot carrier qualification requirements. This requirement should be based on the fleet carrier deployment schedule, and include a 10% buffer for contingency operations. The local training requirement should not be constrained to the projections of the 2005 Environmental Assessment EA The additional operational requirement, for the additional expeditionary squadron training, is well with in the capability of NAS Whidbey. The total projection of around 100 total assigned carrier aircraft is will below the base loading when the A6 Intruder and EA6B Prowler were both assigned here in 1970-1998. At that time there were close to 300 aircraft assigned to the Air Station. The addition of this expeditionary mission will allow for more effective training, squadron coordination, use of the assigned airspace, military operation areas and low level training routes controlled by NAS Whidbey. It will also reduce the total logistics and maintenance cost for operating the EF-18G. It will also allow for better use of the trained maintenance personnel assigned to this Naval Air Station. I fully and whole heartedly support the addition of this expeditionary electronic attack (VAQ) squadrons and the addition of aircraft to the training squadron. (b)(6)

(b)(6)

0145

Coupeville, WA 98239

The entire EIS process is affected by realtors using an illegal disclosure form for the last 12, years disclosing nothing. The attitudes of the Navy, city and county governments, and the community at large are based on the assumption that the 1992 legal disclosure has been in continual use. It contained useful information, but it was replaced in 2002 by a disclosure written for builders which contained essentially no information for home buyers at all. See disclosuredeception.wordpress.com for more detail. No disclosure at all for at least 12 years must be the most horribly ridiculous situation for families living under the flight paths, many in the crash zone, that has ever occurred around a military air base, especially because it was intentionally done to hide noise from buyers. People were trapped, not told, and the result should be an embarrassment for the Navy and our national government. This story will be told - and it will it will shock a nation.

Oak Harbor, WA 98277

Quoting President John F. Kennedy: "And so, my fellow Americans, ask not what your country can do for you; ask what you can do for your country." My statement is far more rooted than an environmental statement. What is the heartbeat of The United States of America? Its people, of course. As Americans, it is our honor to defend and protect our shores. This inherited care does not solely fall upon the shoulders of our military. We are made aware of the seemingly endlessly upward spiral of technology. Never-endingly, our military men and women update their technical skills as fast and as soon as possible. As for the civilian American population, we should recognize, support and honor the sacrificing lifestyle of our military men and women and their families. It's with shame that American people do have a history of denying honor and respect towards returning military from wars. Under the guise of making an "Environmental Statement", it is unconscionable that Americans are desiring to eliminate Coupeville OLF. We lived on Wannamaker Road in Coupeville for a number of years. Wearing ear plugs during touchdown practices worked just fine. A small sacrifice; a small inconvenience!! OLF Coupeville provides the ultimate purpose of ensuring our pilots increase their chances to come home safely from every mission. Americans, let us continue to provide this unequalled training exercise. I understand the differences of passionate purposes: *The smaller group seek hearing personal peace overhead. *The larger group seek a continuance in honing technical skills towards defending America's peace. "And so, my fellow Americans, ask not what your country can do for you; ask what you can do for your country." My final thought goes beyond the environmental statement. I express concern that this group from Coupeville may have started something more serious than environmental. With their myopic vision and self-serving reach for dominance, they've announced OLF Coupeville to the airwaves. Referring to action-reaction theme, I wonder about the however where the expected consequence may not be the one reached for. I vote OLF Coupeville to remain and continue its ultimate training purpose for our Navy pilots.

Oak Harbor, WA 98277

My husband and I acknowledge that we bought property that is subject to jet noise from Whidbey NAS. The noise from the Growler can be extreme when the planes fly directly over our home. We built our home with thicker walls, heavier insulation, thicker windows, etc. because of the noise. But there are times when I have to shut myself in a closet to hear a caller on the phone. Additionally, in recent months we have had our phone calls (landline) disrupted whenever a plane flies in close proximity. This is very annoying as we have to ask the caller to hold for a few minutes while the planes clear the area. Why does this happen? This happens routinely so we know it's somehow caused by the planes. While we put up with the number of planes flying currently, the idea of adding more planes that will be taking off and landing is discouraging and distressing to us. We know that the navy base has been here for years but the types of planes and the numbers of them are changing drastically and continually. The simple fact is the base is outgrowing its home on Whidbey Island. When so many citizens are impacted on Whidbey Island and Fidalgo Island and all the surrounding areas, a compromise needs to be reached. Whidbey NAS can serve a purpose here but how much noise is too much? How many planes are too many? We know these planes crash from time to time. How long before one comes down on one of our homes or a school? It's only a matter of time and with more planes and more flights the odds increase greatly. I hope sanity and collaboration will rule the day and our community and the Navy can work together to determine the appropriate, suitable, and safe size of installation for this island and its population. I am asking my name be withheld from public disclosure for fear of retribution in the community. That makes a sad statement, doesn't it?

(b)(6)

0148

Lopez Island, WA 98261

I have no complaints. I am only responding since those with a grievance tend to respond with the most fervor. I am not minimizing their concerns. I am only saying: that I have no complaints. Thank you for your service to America.

Lopez Island, WA 98261

The tests and limited flights of Growler aircraft out of Whidbey NAS has a detrimental effect on the quality of life and mental health on Lopez Island, just to the northwest of Whidbey Island. The news that these flights will be substantially increased under the proposed plans is terrifying, specifically because the low frequency sound emitted by these aircraft does specific damage far beyond that of disturbing the peace. The extremely loud sounds of aircraft engines is a sound that, while terribly annoying, does little damage other than contributing to hearing loss in communities as quiet normally as Lopez Island. The low-frequency Growler sound impacts mental health, because it is insidious, difficult to identify and trace, and alerts defensive systems and adrenelin rush in many people, including me. This low-frequency sound terrifies me because it is the sound made by earthquakes. Living through an earthquake is a terrifying experience and leaves in its wake symptoms of PTSD. Each time a Growler aircraft emits this sound, my fear of being buried alive is once again electrified. I would like to see studies done of how this particular low frequency sound affects all living beings, because I see tension in humans and animals all around the island when these aircraft are in use at Whidbey. We may manage to survive the noise pollution, but the psychic effects are far more devastating.

(b)(6)

0150

Lopez Island, WA 98261

The level and frequency of noise from jet traffic at NAS Whidbey are way too high as things are now and any increase is unacceptable. I lived right next to Kaneohe Marine Core Air Station for 20 years including during Vietnam and that level was tolerable. This is too much, and we cannot have more Growler noise in what is substantially a residential-rural area. Thank you.

(b)(6)

0151

Seattle, WA 98134

No comments. Requesting to be added to update mailing list.

(b)(6)

Seattle, WA 98108-3844

0152

Please add me to the mailing list.

(b)(6)

Seattle, WA 98136

0153

Currently I am Noise Officer at King County International Airport and I am interested in following this issue.

(b)(6)

0154

Coupeville, WA 98239

I was a week end resident for over 20 years in Admirals Cove, and full time for a year, with both Intruders and Prowlers flying. We moved to Kineth Point in 2001 and have experienced the Growlers flying. There is no doubt in my mind, the Growlers are LOUDER. I ride my bicycle and garden regularly, and I don't need a decibele measuring device to tell me it is much louder than the other aircraft. It hurts.

(b)(6)

0155

Lopez Island, WA 98261

When your planes fly over my home on S. Lopez Island I want to salute..but instead I wave and thank God you guys have our back. I tell my friends that your noise is the sound of FREEDOM!

(b)(6)

0156

Nordland, WA 98358

Living right across from Whidbey, I say bring them on. I feel wonderful when I hear the planes taking off and landing, knowing we are protected by the best! Do what the US Navy has to do to keep being the best! Go Navy!

(b)(6)

Port Townsend, WA 98368

0157

(b)(6)

0158

Nordland, WA 98358

I understand the need to train our pilots in take offs and landings at night and they have my full support. Living on the east side of Marrowstone Island i hear them when they run night operations and am fine with the noise. It's not like it's every day as some make it seem .

(b)(6)

0159

Redmond, WA 98052

My husband & I stayed at a B&B near Camp Casey in July 2012. The jet noise was very loud and unpleasant every day we were on Whidbey. It was like a power tool, a loud, sputtering leafblower. The noise levels would prevent me from ever retiring on Whidbey Island.

(b)(6)

0160

Sequim, WA 98382

I fully support your your mission and expansion. I'm from Sequim and I can hear the rolling thunder if the cloud conditions are correct. I feel secure knowing that you are expanding. With the ever growing threat from China in our back yard, I could only wish that our forces were a lot larger, and that Americans were more supportive.

(b)(6)

0161

Port Townsend, WA 98368

We live five miles south of Port Townsend and even in the trees this noise sounds like a war zone. I cannot believe this is happening in my home town. We were hiking a ridgetop in Olympic National Park and one flew over within a couple of hundred feet - IN the national park. Is there no noise consideration, even in a National Park? This is a violation of my freedom. I was here first, I claim my right to a quiet life in my home. Take the jets to eastern Washington! Do the right thing for our community, even if you obviously don't care about it. Thank you.

(b)(6)

0162

Port Townsend, WA 98368

This area is known for its pristine and tranquil outdoors. The jets are already disruptive to the lifestyle here and the new jet squadrons will impact that more intensely. The airspace belongs to all of us and the jets, when they are overhead, completely take over the common area of the tranquil night. It is not like they can be ignored or accepted as being natural. I object to the extreme environmental impact that any increase in disruptive sounds that will surely be the result with this new program you are proposing.

(b)(6)

0163

Port Ludlow, WA 98365

Can you develop another training route out in the Pacific away from residential areas?
Our nerves are rattled enough with American policies, the economy, and wars.

Nordland, WA 98358

Both my personal and professional life were impacted by last summer's presence of the Growlers at NAS Whidbey Island. I live on an island opposite Whidbey--Marrowstone Island--and have lived in the Puget Sound area my whole life. I am very familiar with the prior aircraft activity on Whidbey, and was tolerant of its impact. However, the addition last summer of the Growlers was a totally different experience and very disruptive. I operate a 10 acre retreat center, in particular for those recovering from cancer treatment. Unfortunately, last summer was anything but quiet for my guests when the Growlers were practicing. The sound was deafening, constant and disturbing on a significant level. It continued into the night and impacted sleep schedules. We found we needed to stay indoors to avoid exposure, which is totally contrary to the way of life in the PNW in summer. The Puget Sound region is highly populated, and many of us make our living from providing access to the enjoyable, relaxing activities of the out-of-doors. Stationing a high impact activity such as Growler practice in this region just does not make sense to me. The impact of such noise pollution has been well documented and that should be taken into primary consideration when deciding where to hold such activities as repetitive, loud airplane practice session. Certainly there are locations where this makes less impact on economics and quality of life for individuals. Placing such activities in a highly populated region such as Puget Sound, where it is bound to impact so many of us in such a negative fashion, is unwise. I hope the Navy will seriously reconsider the impacts that the noise of this activity is having on the many people of this region, as well as the many summer tourists who come here to experience all this region has to offer and support our true economy in the process. Thank you.

(b)(6)

0165

Nordland, WA 98358

I am firmly opposed to the Growler operations being located on Whidbey Island. The noise level is more than a nuisance, it is dangerous to mental health. Please consider the impact to those who chose to live in peace and quiet. Why must our lives be invaded with this?

(b)(6)

0166

Nordland, WA 98358

We were stationed overseas and are quite used to the sounds of aircraft performing practice exercises. This is the price of freedom. No complaints.

(b)(6)

0167

Port Townsend, WA 98368

We have had a period of peace since last May when you suspended operations at Coupeville. People in Port Townsend experience stress and discomfort from the night landings. I believe that the Navy should stop using the facility in Coupeville in order to respect the needs of the several thousand residents here. It impacts our health and our quality of life.

(b)(6)

0168

Nordland, WA 98358

Thank you for providing us the freedom that allows us to comment on your actions. In your practices do what you need to secure that freedom and keep all of us safe. Though I am not a big fan of noise it is very little sacrifice over what our Military sacrifice on a daily basis. Fly away boys and girls. Thanks you for your service.

(b)(6)

0169

NORDLAND, WA 98358

Maybe next time we need them to defend the country we can hire the Chinese to do it.
Some people don't live in the real world.

(b)(6)

0170

Port Angeles, WA 98363

I support the Navy's use of OLF Coupeville. It's been there for decades. But if this situation gets messy, would it be practical for the Navy to use former OLF Quillayute (west of Forks) as an alternate from time-to-time? The runway east-west is 4000' long, concrete.

(b)(6)

0171

pt hadlock, WA 98339

The noise from these planes is huge. I don't know how the pilots keep from going deaf, because even from their distance in the sky, their noise seems to start bone disintegrating. It cannot be shut out. It's like having a person come into your home and start screaming, and you can't stop them.

(b)(6)

0172

Port townsend, WA 98368

Thank you all for your continued service. Go navy. Fly over anytime, day or night,.

(b)(6)

0173

Nordland, WA 98358

We are kept awake when the Navy is conducting late-evening/nighttime Growler exercises over Admiralty Inlet. The noise at our house on Marrowstone Island is impossible to ignore--we simply cannot sleep until the exercises are over for the night, so we object to the flight tests being held...especially in the late evening. Thank you for your consideration.

(b)(6)

0174

Hardin, MT 59034

I support the decision for more test flights anything we can do to support our troops is a welcomed sign. In this time our air superiority is a must and if the Tree Huggers in Port Townsend Washington don't like it to bad. I am originally from Port Angeles Washington. Port Townsend has long been a military area dating back to WWII and before.....OOHRA....HOOYAH.....GO NAVY

(b)(6)

0175

Port Hadlock, WA 98339

The noise from the Navy's EA-18G Growler aircraft is THE SOUND OF FREEDOM!! Put your big boy and big girl panties on and deal with it. These courageous young men and women lay their lives on the line everyday to keep this country safe and we should be damn proud of them and what they do.

(b)(6)

0176

Nordland, WA 98358

Please don't route the planes right over Marrowstone Island. My windows shake. Thank you.

(b)(6)

0177

Port Angeles, WA 98382

I suggest the training be over the Strait of Juan de Fuca and not over the populated area of Port Angeles. It was really scary last summer when no one knew what was happening when the planes were flying over us.

(b)(6)

0178

Langley, WA 98260

Even though I don't live in Coupeville or any affected area of the flight plan for OLF, I have been to my friend's house in Coupeville during Naval flights and it was truly painful for not only my ears, but my entire body. I had to leave in order to get respite from the onslaught of noise and vibration. Furthermore, I cannot even fathom what it must be like for all wildlife and house pets to also endure the painful and high noise levels. The US Navy must train, but they can do it on other fields less impacted by the incredibly high decibels now occurring on Whidbey Island. We are not the only place possible for defense training. I certainly hope that the flight plans do not change to include our area of South Whidbey! If that happens, the US Navy will have such a protest they would not have imagined, as many of us on So. Whidbey have a history of successful protests in our past. Please stop the intrusion of jets on this beautiful island and its many inhabitants!

(b)(6)

Sequim, WA 98382

0179

Love those jets!! Keep them coming around Sequim!

(b)(6)

0180

Port Townsend, WA 98368

Please DO NOT START UP AGAIN! The noise created by this "practice" makes living here awful. Especially at night. I am totally opposed to the Jet noise coming from WINAS. There are much less densely populated places to do this (like over Washington, DC).

(b)(6)

nordland, WA 98358

0181

very noisy on Marrowstone Island

(b)(6)

0182

nordland, WA 98358

The noise, pollution, and economic waste of the growler flights must be addressed in the EIS. At my home, relatively distantly located over both water and land, the noise is horrible. National defense is not supported by terrorizing neighborhoods in the vicinity of the bases.

(b)(6)

0183

Sequim, WA 98382

Although I agree we need national security and our armed forces do an amazing job protecting every citizen, there needs to be a give and take. The noise, the rumbling heard throughout the sound is very disturbing to us who live here. Why can't the testing be done in a more remote area like Edwards AFB? How is it appropriate to be testing planes that are fully armed in a densely populated area? Please reconsider further testing in our backyard!! Stop it now!

(b)(6)

0184

Mount Vernon, WA 98274

I have lived in Skagit Valley all my life. When I served in the Navy I was stationed at NAS Whidbey. I have lived directly under the circling aircraft as they practiced landings. When I got tired of it I moved. I now live on the East side of Mount Vernon and I still am blessed with the noise of those wonderful fighters flying overhead. The navy has wonderful facilities to use for training and maintaining the efficiency of it's pilots. This is critical to the performance of their mission. Having these facilities stratigically located in the Northwest corner of the US is just plain common sense. Leave them alone and let them do their jobs.....If you don't like it then you have the freedom (thanks to our military) to relocate to a less nosiy area. I you choose to continue being an obstacle to the Navies mission then I suggest you consider learning a foriegn language such as Chinese or Russian for example. In case it's not obvious...I support the unlimited usage of both NAS Whidbey Air Field and the OLF.

(b)(6)

0185

Nordland, WA 98358

I am in favor of keeping the proficiency levels up, and am not concerned by the Sounds of Freedom. Keep up the good work

(b)(6)

0186

Nordland, WA 98358

We're directly under the flight path. Being farmers, we keep early hours. It would be nice if operations were limited to 6:00 am to 9:00 pm.

(b)(6)

0187

Eastsound, WA 98245

I live here because it is quiet and peaceful. I do not want these noisy loud planes anywhere in our San Juan County area. It is a national monument area.

(b)(6)

0188

Nordland, WA 98358

I live in a beautiful rural place because the peace and quiet helps to heal my PTSD. Many in our area are here for the same reason. These jets are extremely loud, and disturb the healing process greatly. I cannot imagine how loud they must be on Whidbey if they are this loud on Marrowstone. I am also concerned about the loud noise and how it affects wildlife. (b)(6)

(b)(6)

0189

Port Townsend, WA 98368

The noise is VERY disruptive to sleep and sanity. Please do not invite more of it.

(b)(6)

port townsend, WA 98368

0190

Please cease and desist the naval flying on Whidbey Island, Wa. It is extremely detrimental.

(b)(6)

0191

Port Townsend, WA 98368

The noise from the current Growler Airfield Operations at Whidbey Island are already at intolerable levels for residents of Whidbey Island, Marrowstone Island, and parts of Port Townsend, especially at night when the constant noise disrupts one's sleep every night. The noise travels through walls, and even through earplugs, so there is no protection or escape from it. This is a serious public health issue. Studies have shown that noise pollution causes dangerous levels of stress and anxiety in populations subjected to it, and consistent lack of sleep leads to countless harms to health, including increased accidents while driving and on the job. Increasing Growler Airfield Operations would have a devastating impact on the surrounding environment, expanding the area of noise pollution and increasing the levels of harmful noise above what they already are. Instead, Growler Airfield Operations should be reduced, including being suspended at night.

(b)(6)

0192

Port Townsend, WA 98368

Go Navy. You do whatever you have to to train safe pilots. Don't let a few selfish whiners affect your training.

(b)(6)

0193

Lopez, WA 98261

Thank you for all you do to protect our country. I realize the pilots must have practice flights in order to retain the skills necessary to fly the jets. It can be very loud when they are flying over the San Juan islands, if it is possible to reduce the noise that would be great. If not possible, I understand. Just sorry so many people have to be hateful about the situation, and just won't admit that the flights are necessary. Thanks again!

(b)(6)

0194

Bellingham, WA 98229

I kayak a lot in the Skagit Delta. The eis should take into account the impact on the world class bird habitat there and also on the affects on the recreational experience. The eis should include alternative locations for these exercises that do not affect the humans and wildlife so much..like a remote desert, etc. It should also include the alternative of no new exercises at all.

(b)(6)

0195

Lopez Island, WA 98074

We are residents of the South end of Lopez Island. Noise from existing flights disrupt our ability to sleep. Please address the cumulative impacts of additional noise pollution on community residents resulting from the additional proposed flights.

(b)(6)

0196

Nordland, WA 98358-9695

I understand and support the need for training. I've lived in the area for 20 years and have tolerated the flights. But if there is a substantial increase in flight operations over previous years, I will join others in having them reduced or eliminated. I just spoke with a friend nearby and they are so concerned that they may move away if it gets too bad. Please keep flight operations at the same level.

(b)(6)

0197

Lopez Island, WA 98261

The noise level that I experience on beautiful Lopez Island from the fighter planes is outrageous and ruins what is one of the most beautiful places in the US. Did you hear me? Let me be more clear: IT RUINS IT. YOU RUIN IT. I am outraged. (b)(6)

(b)(6)

0198

Coupeville, WA 98239

Please work with the county to shut down or re locate Rhododendron Ball Park. Where children play. Also the park, campsite.

(b)(6)

0199

Port Townsend, WA 98368

I am deeply concerned to hear of the possible increase in the practice of the Growler Operation in our region. As it stands, the noise created at my home by the planes is disturbing me and my neighbors on a regular enough basis to have us talking about it as a significant problem. I can't imagine the what the effect on real estate and local economy might be if we became subject to more of this invasive, upsetting action. I can't speak intelligently to the impact on the environment, but also believe this can't be a benign activity for our ecosystem either. Please consider every possible option to prevent the continuation or expansion of Growler Activity in our region. I know if I feel I'm living on a navel base, I will eventually leave the area. I'm sure I wouldn't be the only one. Thank you.

(b)(6)

0200

Norplant, WA 98358

Bounce practice at OLF Coupeville is a very necessary part of training. The darkened effect of the area is very good fro night FCLP. Keep up the good work!!!

(b)(6)

0201

Port Townsend, WA 98368

The noise from the EA-18G planes is on Whidbey Island is offensive, invasive, and terrifying to me here in Port Townsend. I spend a lot of time outdoors, walking and gardening. It is not OK with me to have the environment polluted with extreme noise from training jet planes. It is not OK with me when I think of our entire town being tormented with this level of noise; with birds and other wildlife having to endure this noise. We are being unacceptably stressed by this noise. It is a health issue. The prospect of even more noise is hard to take. I am against the EA-18G Growler airfield operations at NAS Whidbey island. Thank you for taking my concern into consideration.

(b)(6)

0202

Oak Harbor, WA 98277

My Family and I have lived 100 yds. North of the east/west runway for 30 plus years. We have suffered NO adverse affects from any of the A/C noise in all those years. We knew of the Noise before we purchased the property and concluded that it would deter most builders from the area. We desired privacy and enjoyed the daily "Air Shows". It is the "SOUND OF FREEDOM"! Our Country Needs NAS Whidbey and OLF for training and Defense .. It would be a Crime to bow to the whims of the Whiners on Whidbey.

Oak Harbor, WA 98277

As a resident of the county I don't see a problem with the E/A-18s, I think they are a great addition to the area. I just would like to say, I'm sure you have already received a lot of complaints about it, don't just look at the complaints, look at who they are coming from, the majority of the county supports the Navy and their mission at NAS Whidbey. Don't yield to a vocal minority. The people complaining represent a small fraction of the island and by a very large margin do not speak for everybody, though they would like you to believe that they do.

(b)(6)

0204

Mt. Holly Springs, PA 17065

We have visited Whidbey island many times and have often been in awe of the planes doing training. Peoples complaint about noise is analogous to living by the railroad then complaint about the trains. Pilots need that training. Please keep it up.

(b)(6)

0205

Oak Harbor, WA 98277

We proudly support the Navy and ANY training that helps keep our military safe, this includes training at OLF Coupeville. We appreciate the sacrifices they and their families make for our freedom. We believe a large majority of the residents here feel the same way we do. Thank you to all of you.

(b)(6)

0206

Lakewood, WA 98499

I grew up on W/I and remember pulling over with my family to watch the touch and go's of the jets at OLF in Coupeville, WA. You were here long before anyone else and I want to offer my full support for allowing it to be continued not only for our country but even more importantly the safety of those who are tasked with flying the planes giving us our freedom to protest even those who are too stupid to realize it.

(b)(6)

0207

Coupeville, WA 98239

the EIS period should be extended so that parties that recent have said they want input can have the time required to do so. The extension should be at least a month.

Coupeville, WA 98239

Disclosure Deception: The website www.disclosuredeception.wordpress.com will permanently record how people have been trapped in an unthinkable, unhealthy, sanity-blowing, jet noise environment by not being told about jet noise at purchase. And, because the Navy has thought we were told, and should have known better, the Navy has ignored us. The Navy has been sending out the 1992 noise disclosure for years, proudly showing off disclosure in Island County. The Navy, along with the county, just learned that there has been deception, not disclosure, and that realtors use an illegal form that discloses nothing that is included in the legal form. Compare the two to see the difference:

<http://disclosuredeception.wordpress.com/disclosure-statement/comparison-chart/> , remembering that the 1992 version is the law. We can't be ignored by pretending that we were told. We were not told about the noise. We were not told about the noise. We were not told about the noise. It is hard to let go of the lie and how it colors your thinking. Even the realtors, when confronted with their own deception through a Seattle Times article, actually came to a commissioners meeting and discounted the importance of disclosure. One of them had the nerve to ask the commissioners to remember that he was an ex-aviator with sons serving in the Navy and suggested the commissioners should somehow excuse realtors for non-disclosure because of the importance of the military, as if non-disclosure helped the military. Click here to see what he said:

<http://disclosuredeception.wordpress.com/realtors-speak/> Discrediting people under the jets has been the irrational excuse to do terrible things for a long time. Abuse of complainers is seen as a way to support the Navy (and the economy, and jobs, and keeping things as they have been). It is an us vs. them mentality, and it is not much fun to be them. The Navy must investigate its role in non-disclosure of noise and flight easements that are not revealed in a title search. The Navy must investigate its role in promoting the "they were told about the noise" lie, resulting in people in the noise zones being ignored and harassed. This has happened nowhere else. It is going to make a great national story. Everyone outside this small island will say, "The emperor has no clothes!" The irrational thinking and the conflict will play well on the news. Here is the way the harassment looks on the Internet:

<http://disclosuredeception.wordpress.com/harassed-and-robbed/internet-harassment/>

This is what it looks like coming from a County Commissioner:

<http://disclosuredeception.wordpress.com/harassed-and-robbed/harassment-by-leaders/>

It is definitely 60-Minutes caliber, with people telling their stories, realtors interviewed, the Navy explaining how the Navy Liaison ended up "supporting and recommending" the illegal disclosure used for the last 11 years that discloses nothing, and the current Liaison ignoring the facts of the disclosure deception, sending a copy of the old disclosure and shutting off all additional communication. The realtors and the money they made will be the villains in the show. The County will have its own 2002 segment to explain. But the real stars will be the growler jets themselves, flying over all the homes in the crash zone after it is explained how the county let them be built there. The contrast with Whidbey Island beauty will provide even more impact. How will the news shows be able to resist? It is all researched and readily available on two web sites. You just can't make this stuff up! It is a good story, and it will be easy to tell, over and over.

Coupeville, WA 98239

All of the following concerns should be addressed in the EA-18G "Growler" EIS: SCOPE: The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment. It was a slap in the face to sneak the growlers in. NOISE: Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss." My husband remembered a bad definition for average Zig Zigler used – if you put one foot in a boiling hot bucket and another in an ice cold one, the result is not average. Extremes hurt. HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency. If the Navy is using the "they were told" so their health is their concern, the Navy is wrong on both counts. People should not be trapped where their health is at risk. SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses. The planes, according to a pilot at the scoping meetings, fly 250-300 feet above my roof. I did not know I was in a crash zone – you did. This is a "taking" according to the Supreme Court. In the case Causby vs US, the court ruled in the favor of Causby, because their chickens killed themselves by flinging themselves against the sides of their coup at 115 decibels. The noise level at my house is 134 decibels, and if I had chickens, they would be dead. The Navy may now have an easement I also was not told about in our title search, but that doesn't make it right – especially to take that power and escalate the noise to the inhumane. Somebody has been given more power than is safe. ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. We bike, kayak, hike – and now we carry ear protection. What about tourists and kids? REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. Home sales have declined, and the noise disclosure that illegally masked all jet noise will be replaced, and buyers will know. The County will need to continue non-disclosure in 2016 if it fails to disclose 134+ decibels. ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-exposed areas. Even after the Revolutionary war, our founding fathers knew that the taking of private property during the war was wrong. Recognition of moral obligation to citizens to pay for what you take was part of the reason for the enactment of the Bill of Rights. We are a county that can have a strong military without being completely, illegally, abusive, wrecking people's

lives. Consider the role the Navy has played in the disclosure deception for buyers in the noise/crash zones. See www.disclosuredeception.wordpress.com.

(b)(6)

0210

Coupeville, WA 98239

I currently live on Whidbey Island off Point Partridge north of Coupeville. I chose this location based on the noise zone map that was provided. I had lived in the flight path of an airport and knew I didn't want to again. During the past several years very loud Navy planes has flown directly over my home. In the past I was able to call and speak with someone who agreed with me they were not supposed to be flying here, but recently all I get is a message machine that offers to call back but never does. I have concerns that the Navy will continue to ignore their own regulations and that an increased level of squadrons could jeopardize my physical and emotional health. When I have had the misfortune to be outside when a growler has flown overhead, I found the sound so loud it was painful and I found it necessary to squat down and cover my ears for relief. We live on a heavily populated island and the training with these planes should be conducted in an area with minimal population. The Navy might also consider investigating how to make these planes quieter if they plan to continue flying them.

(b)(6)

0211

Friday harbor, WA 98250

Please do not make any more noise than you now. We do not live in war zone yet on many days it sounds like we do. I came from California to move away from the noise and chaos please let's not bring it up here

(b)(6)

0212

Coupeville, WA 98239

As a coupeville resident, my husband and I enjoy knowing the OLF field is being utilized to better train our pilots. As for the noise? What noise? The sound of those jets is a soothing reminder that we live on a navy island. With that comes a certain lifestyle that we wouldn't change for the world. Please, reopen OLF Coupeville. For many reasons...
1) it's a training facility 2) we are a proud navy town 3) it's no more inconvenient than being near a train track 4) without the navy here, our economy would be devastated 5)
BECAUSE WE LOVE THE SOUND OF FREEDOM!

(b)(6)

0213

Oak Harbor, WA 98277

I support all military operations on Whidbey Island. When someone moves here or buys a house, you are informed and sign a waiver that you KNOW there are planes flying and they are LOUD. That is what makes Whidbey Island great. The sound of freedom. There are far more people that are pro-prowler than the handful that want to pick a fight for the sake of attention or whatever is their motive. This island is rich in military history. That is who we are! I don't believe we should change the whole of who we are for a few people that want to make a ruckus. This doesn't mean I don't care about our environment. Of course I do, but you have to take some bad with the good. Nothing in this world is perfect. So we tolerate some noise and maybe some dirty air for our freedoms. Thank you for your time.

(b)(6)

0214

Oak harbor, WA 98277

Those who are against OLF operations and ultimately NAS are out after their own self interests. Every excuse they put forward is easily refutable right down to, 'I didn't know there was an airfield there.' Navy jets and those who operate them are every bit a part of the community - perhaps more so than those who have recently come to Whidbey because they got a good buy on land in the flight path of either airfield. Do not allow a vocal (and possibly crazy) minority effect the operations of those who are dedicated to serve. A Constitutional Republic must preserve the rights of the minority but NAS operations have been in existence for 70 years. Those opposed to continued operations have the right to move elsewhere (without an airfield) and live in their desired peace.

(b)(6)

0215

Oak Harbor, WA 98277

Keep OLF open! This small group of anti-Navy home owners were aware of the noise issue when they purchased their homes. This should not be the issue it has become and I lend my voice to support the Navy and urge others to do the same. The Navy at NAS Whidbey Island and OLF Coupeville were here long before the complainers. It is not only a training issue for the Navy but a huge economic issue for the community.

(b)(6)

0216

Coupeville, WA 98239

Regional communities have been left out of the Growler EIS scoping process. These include Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago. The comment period ends January 3rd, 2014. Port Townsend and Lopez island have just requested that the scoping period be extended. Please honor their request as well as have meetings in all the communities. Also, please do not fly at Coupeville OLF until everything has been resolved in court. Thanks.

(b)(6)

0217

Coupeville, WA 98239

Regional communities including Port Townsend, Lopez Island, Sequim, La Conner, Camano Island, and the San Juan archipelago have not been included in the Growler EIS scoping process. Please extend the comment period by 60 days and hold scoping meetings in these omitted communities.

(b)(6)

0218

Coupeville, WA 98239

Please extend the comment period another 60 days so communities which are affected have an opportunity to weigh in on the EIS and effects of Growler-18G flights on their community. All affected communities should have been informed of flight changes by the Navy and given an opportunity to comment.

(b)(6)

0219

Coupeville, WA 98239

Regional communities have been left out of the Growler EIS scoping process. I am requesting that the Growler EIS comment period be extended by 60 days and that scoping meetings be held in the following omitted communities: Port Townsend, Lopez Island, La Conner, Sequim, Camano Island, the San Juan archipelago

(b)(6)

0220

Coupeville, WA 98239

Scoping meetings should include all outlying areas effected by Navy noise and disruption. Also studies should include not only dB but high intensity low frequency noise and the effect on humans and animals.

(b)(6)

0221

Coupeville, WA 98239

I lived in Admirals Cove at 66 Kinkaid Drive, and remember being shocked that the new jets, which had been touted as "quieter" were indeed much louder. The noise shook the windows of our house. Earplugs didn't guarantee sleep. We felt tired and crabby after night flights, but also upset that we had been misled by the Navy. We moved. Our new home is out of the flight path, but still has jet noise to a lesser extent. I would like to see use of the OLF discontinued, and touch and go training and night flights done elsewhere. While training pilots is very important, it should not be done in an area where so many citizens are adversely impacted. Thank you.

(b)(6)

0222

Oak Harbor, WA 98277-9595

Regional communities have been left out of the Growler EIS scoping process. These include Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago. The comment period ends January 3rd, 2014. Port Townsend and Lopez island have just requested that the scoping period be extended. It is also imperative that scoping meetings be held in these significantly affected areas.

(b)(6)

0223

Clinton, WA 98236

Please extend the comment period 60 days and include the following communities in scoping meetings that are clearly impacted by the Growler operations and yet have been omitted from scoping meetings: Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago.

(b)(6)

langley, WA 98260

0224

come on, navy! get real!

(b)(6)

0225

,

Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago

(b)(6)

0226

langley, WA 98260

extend comment period by 60 days AND include local communities where you make noise (i.e., san juan islands, port townsend, sequim, camano, la conner. you have huge impacts there as well!!!!

(b)(6)

0227

coupeville, WA 98239

It was no surprise that the Navy's 'presentation' on the OLF operations in Coupeville included no speaker and no method of presenting citizen grievances than hand writing our complaints about jet noise. This inadequate but unsurprising opportunity must be extended to all citizens who are affected by the dangerous noise levels of the OLF Growlers. The communities of Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago must be accorded a chance to have their voices heard. Extend the reporting period by 60 days so ALL American citizens affected by these dangerous planes can air their grievances.

(b)(6)

0228

camano island, WA 98282

I have lived here for 32 years and these planes are the most noisy ever. Please move the growlers to Fallon Nevada, or some other low population spot. thanks you.

(b)(6)

0229

Coupeville, WA 98239

Our house is a "target" property over which Naval jets have flown directly over to touch and go exercises at OLF. Last spring they flew over twelve hours a day, Mon. - Fri., noon to after midnight. The noise is physically unbearable inside and out. The crash zone is a danger to our lives. Please desist from this attack on innocent citizens, voters, and tax payers. Your honest consideration is needed. Sincerely, (b)(6)

(b)(6)

0230

Greenbank, WA 98253

I am writing to request that the scoping period be extended. Regional communities such as Port Townsend and Camano Island should be included in the process. Thank you for your consideration.

(b)(6)

0231

Coupeville, WA 98239

Please extend the comment period by at least 60 days and add other communities to the scoping, ie. port Townsend, San Juan Islands and La Conner. I think it's time for the Navy to consider a new location for its practice field. We love the Navy and what it represents and the personnel are outstanding citizens but the noise level and close proximity to a very sensitive nature reserve makes this untenable.

(b)(6)

0232

Coupeville, WA 98239

Short of closing OLF now and forever I am writing to request the resumption of exercises be postponed pending EIS. Makes no sense to do it before this is accomplished.

(b)(6)

0233

Oak Harbor, WA 98277

Please extend the EIS comment period beyond January 3rd to include the communities of Port Townsend, Port Angeles, LaConner, the San Juan island, Camano Island, Port Ludlow, Port Hadlock, etc and keep them in the loop as far as any information and updates go.

(b)(6)

0234

Coupeville, WA 98239

I feel the EIS for EA-18G Growlers should include the communities of Lopez Island, all of the San Juans along with Port Townsend, Sequim area's. Please consider these communities since the noise from these jets will affect these communities as well.

Coupeville, WA 98239

I believe the only solution to the OLF problem is to move it. The Navy has recently been awarded \$32,000,000.00 for construction of new aircraft hangers and I believe with a little effort some of this money could be diverted to build a second runway next to the existing one in Oak Harbor. The property consisting of OLF could then be put up for sale to private parties and in the end the government would be financially better off, not that they care. When compared to the two airstrips at NAS Miramar in California there is more than enough room for a parallel runway. The advantages are overwhelming when considered:

1. Because of the location of OLF the residents are much closer to the Jet noise than the residents of Oak Harbor. OLF is next to several housing developments and Oak Harbor airstrip is surrounded by the base.
2. The Accident Potential Zone (APZ) in Oak Harbor includes primarily farm land and the ocean at both ends of the runway. The APZ at OLF includes all of the homes in admirals cove, according to the HUD definition of an APZ and much of the town of Coupeville.
3. The residents of Oak harbor benefit financially from the existence of the Navy and the residents of Coupeville, who are subjected to the loudest noise, do not benefit as much. This is a problem that will not go away until the Navy takes the initiative to change it.

(b)(6)

coupeville, WA 98239

0236

It seems only appropriate that the scoping period be extended so that all communities involved have an opportunity to be heard.

(b)(6)

0237

Lopez Island, WA 98261

I and my wife are permanent residents on Lopez Island. We have often been disturbed at the very high noise level which often occurs around our home. We have become involved in the movement to try and ameliorate said noise and accompanying pollution. We now understand that the Navy is attempting to further increase the noise level. As a disabled, Viet Nam era veteran with a background in history I understand the need for some military presence in defense of a citizenry but I question the degree and direction (or lack thereof) of the Navy in this case. This base is there to prepare for war but the citizenry needs peace and the two seem incompatible. Furthermore, the war side is increasing with seemingly no consideration for the also growing peaceful side. One problem I see (and history bears this out) is that the military side tends to underplay the aspects of a changing foe and continues to model its practices on previous wars. I would ask: why does the military (Navy) continue to practice second world war era tactics, is this model fiscally viable, does the environmental degradation that occurs ever taken into account, and is the affected citizenry ever taken into account? (b)(6)

Coupeville, WA 98239

Shut it down . It affects the kids educashon who will one day run this country and for the farm and home growers. The navy is their for our safety but in reality they are putting the Coupeville sitasins at risk we are not protected. The nave deserve good educashon and not where thy can harm people by doing so.

(b)(6)

0239

langley, WA 98260

please extend the comment period for at least 60 days. please hold scoping meetings in ALL the omitted communities. this is too important for any voice to be left out!

(b)(6)

0240

Coupeville, WA 98239

Why would our navy resume touch and go here in spite of clear evidence exceeding legal noise levels and domestic safety considerations ? You have no right to ignore effects on neighbors in any such assessment. We want a legitimate answer.

(b)(6)

0241

Coupeville, WA 98239

Please extend the scoping period and include the areas of Mt. Vernon, La Conner, Port Townsend and any other area affected by the flight path of these enormously noisy war planes.

(b)(6)

coupeville, WA 98239

0242

At least extend the scoping time to include these other affected areas, to allow them time to comment. The areas that you impact go way beyond the OLF. Join me at my house to TRULY hear your jets, for it is NOT what you computers tell you!!!

(b)(6)

0243

Coupsville, WA 98239

There are other areas for the Navy to get practice for our pilots that have way less impact than Central Whidbey. Please give maximum time for citizen review and input.

(b)(6)

coupeville, WA 98239

0244

please extend the comment period for scoping and hold community meetings in Sequim, PT, the San Juans and other communities. thank you

(b)(6)

Coupeville, 98239

0245

Please extend all affected area by the unhealthy noise from the growlers need to be heard

(b)(6)

0246

Seattle, WA 98109

It is imperative that all neighboring areas should be included in discussion of the EIS for Growler operations. (b)(6)

(b)(6)

0247

Lake Forest Park, WA 98155

Please extend the comment time for the EIA for the EA-18 Growler's on Whidbey OLF. It is very important that the surrounding communities have the time to evaluate the impact the Growler's are having on their communities.

(b)(6)

Clinton, WA 98236

0248

Please extend the scoping process so that all communities affected by the EA-18G Growlers are offered meetings and are able to participate in this process.

(b)(6)

0249

Nordland, WA 98358

I would like the comment period extended for at least a month past the close date of January 3, 2014, to February 3, 2014. During which time, the residents of the North Quimper Peninsula and Marrowstone Island, will be notified by mail and Newspaper announcement about the EIS and the proposal of Growler test flights being flown over our area. This notification must be made by the Navy.

(b)(6)

0250

Woodbridge, VA 22192

People like to complain about noise until it's a matter of national security and then they will wonder why no one is protecting them. I recently moved here (I live 2 miles from base) and while I recognize that the aircraft do make noise but it is not startling or problematic. I understand if people were complaining about noise in the middle of the night but during the day the noise is no worse than the noise you would hear if you lived near a train station to train tracks. Please remember that our brave soldiers are only trying to get the best training possible in order to protect our right to complain about petty stuff like noise pollution.

(b)(6)

ay

Langley, WA 98260

0251

Whidbey Island is growing as a retirement and vacation destination. It's growth may already be impacted by Naval Air Activities. Just look at the kind of housing that surrounds Oak Harbor. I can't imagine raising children under/near the OLF flightpath. Carrier ops require maximum effort of the aircraft as in afterburner and shock diamonds. The use of the island, particularly OLF, is inconsistent with hard core military operations. Same thing happened on Jetty Island in Everett. In about 1992 I pointed this out via the Everett Herald at the time and they moved their operations shortly thereafter. It is time to move your carrier practice to a more remote location, and let this beautiful island remain so. What used to be remote, as happens with growth of population, is no longer. The dual uses you are proposing are not compatible. Not to mention how wildlife would be affected.

(b)(6)

0252

Oak Harbor, WA 98277

We've heard the sound of the Growlers as they take off and find it unconscionable that you would be so inconsiderate of the people affected by it. It is the most intensely offensive and detrimental sound we've ever heard and I grew up under the flight path of Ontario International Airport. Moreover, as an interstate trucker doing a lot of hauling for the military, I've been on bases all over this nation and Canada including on flightlines, but have never heard anything as intense and destructive as the sound of a Growler taking off. Certainly you have alternatives available such as China Lake or Lemooore, California and Fallon, Nevada. How about building one on the huge Military Preserve just over the hill toward Yakima?

(b)(6)

0253

Coupeville, WA 98239

I urge you to extend the scoping period for the EIS to allow all interested, and affected, parties the opportunity to provide their input in this proceeding. You were remiss in not including Port Townsend, Lopez and Orcas Islands, Camano Island and Skagit County at the onset. The Growlers are seriously impeding the quality of life in the entire Puget Sound. They have no business being stationed at NAS Whidbey.

(b)(6)

0254

Coupeville, WA 98239

Clearly the flying noise level and the frequency of flights has greatly and steadily increased over the years. Those statistics are frightening and verifiable. Secondly, with most folks being better educated these days and hopefully more sensitive to the environment we are allowed to change our mind as to what is fair and reasonable. That's freedom at it's best. Mostly the freedom people talk about comes from politicians in Washington. Enforcement then comes from our military. I agree that the military is still much needed in the US, but they do need to remember that they work to serve us and therefor should get all their practices where they do the least harm. Clearly not in the most pristine area and National treasure we call home. People are thinking now,...isn't that obvious?

(b)(6)

0255

Coupeville, WA 98239

I'm requesting that "you" extend the scoping period. Some of the surrounding towns and cities may certainly want to be included and need the extra time. Sincerely, (b)(6)

(b)(6)

0256

Coupsville, WA 98239

There are other areas for the Navy to get practice for our pilots that have way less impact than Central Whidbey. Please give maximum time for citizen review and input.

(b)(6)

0257

Coupeville, WA 98239

A friend who lives in Pt. Townsend just found out about the EIS and I understand that part of the Olympic Peninsula is experiencing high exposure to the Growler Noise. There has been no EIS presentation in Pt. Townsend, Friday Harbor, Guemes Island, Lopez Island, Orcas Island, Friday Harbor, etc. Consequently I would appreciate your extending your comment period an additional 60 days . Thank you.

(b)(6)

seattle, WA 98133

0258

It would be prudent to extent the EIS comment period and include other communities that are also affected by the Growler noise. Studies show a direct correlation between jet noise and negative cardiac outcomes (including hypertension and heart attacks), anxiety, sleep disturbance and more. Communities have to right to voice their opinions regarding this type of hazard to their health.

(b)(6)

0259

Coupeville, WA 98239

Living near Pt. Partridge I was regularly exposed to the EXTREMELY loud noise left by the Growlers as they passed over my house. Though our area supposedly was to be avoided both Prowlers as well as Growlers frequently 'strayed' directly over us. The detriment to human hearing caused by decibel levels in excess of 100 has been measured. It would seem to me the Navy would be better off relocating its carrier training to somewhere closer to the base and more indicative of the actual carrier flight deck currently in use. I fully recognize and endorse the need for comprehensive training. Seems the crews' training would better assure using a new field rather than one that deployed aircraft to bomb Iwo Jima.

(b)(6)

0260

Coupeville, WA 98239

Please extend the courtesy to any and all effected by your horrific airplanes. We, the tax paying public demand that persons in areas that bear this torment be heard. Extend the comment period to allow areas such as Port Townsend and Lopez island to express their fears and anger.

(b)(6)

0261

Coupeville, WA 98239

Hi there, I have lived near OLF for 17 years...All noise was acceptable, until you started flying new jets a couple years ago. You are ruining where I want to retire...I'm very hard of hearing, but I can't sleep with the new generation of jets. I can't even talk inside my home WITHOUT HAVING TO YELL, when the jets fly over...There's no reason they can't fly elsewhere and not affect the community in which I live. Please put off flying, until the feasibility study is complete in 2016... COME TO MY HOME WHEN THEY ARE FLYING AND YOU WILL SEE WHAT I MEAN! Thanks, (b)(6)

(b)(6)

0262

Coupeville, WA 98239

Sirs: Recent news posting reveal that communities surrounding Whidbey NAS, Port Townsend for example, have not been allowed input into the EIS project. It would be wise and public friendly to extend time and meetings to all affected areas. The navy does not currently have a very trust worthy image: Bangor wharf being built despite Pentagon objection; determination to resume/continue sonar testing despite its own sponsored study citing grave danger to marine mammals, and Whidbey's promise to make less noise and have fewer flights than have happened. And, now promising to fly less while adding two squadrons. An overbearing, secretive image is not what the Navy needs at this time. (b)(6)

(b)(6)

0263

Camano Island , WA 98282

I live on Camano Island and I have been used to the sound of jets flying all my life. My father was a Spitfire pilot in the Battle of Britain. I was stunned when the Growlers started to fly over my house, they may have a slightly lower decibel level on takeoff but as they fly overhead they trail an incredibly noisy rolling wall of sound ! It is intolerable and they need to be practicing in a more uninhabited area, Please extend the comment period for outlying areas (Camano Island) by another 60 days. You need to hear this feedback. thank you.

(b)(6)

0264

lopez, WA 98261

how is the navy going to restore the hearing loss in every man woman child and animal in skagit, island, and san juan counties? how does the navy justify the departure from protecting this country to terrorizing her. how is the navy going to restore damage done in foreign lands?

(b)(6)

0265

lopez, WA 98261

The navy should be required to monitor record, and make public peak noise events, when, where, and, for what duration, on the ground, and water under the flight path of jets in san juan, island, and, skagit counties. This would give more real idea of the noise level rather than waiting for the citizens to make the long distance call to the comment line when we might get to a phone.

(b)(6)

0266

lopez, WA 98261

how can the navy justify the profligate expence, and use of fuel, on a program which where ever deployed will foment hatred towards our country. Beyond the fact the the jets are harming us how are they making our country safe? What program does the navy propose to restore health, life, and property in the case of an attack on this area as a target due to the base operations?

(b)(6)

Coupeville, WA 98239

0267

I believe that the outlying areas near OLF should be allowed to weigh in on the impact the Growlers have on their lives. Please extend the time, and allow them scoping meetings to address any concerns they may have.

(b)(6)

0268

lopez, WA 98261

what right do navy pilots have to violate federal law by joy riding through the glacier peak wilderness area, where many times I've witnessed jets below tree tops flying up the white river, and, down the north fork of the sauk river, blasting everyone hiking the PCT, a national treasure, and world renowned tourist destination?

(b)(6)

0269

Coupeville, WA 98239

Please extend the scoping process by 60 days past the Jan 3rd date. This would give other communities who have expressed interest in the process to attend as well.

(b)(6)

0270

GREENBANK, WA 98253

I am strongly in favor of the Navy continuing flight operations at OLF Coupeville. The small group of anti-OLF protesters do not represent the vast majority of Whidbey Island residents. I have lived in Coupeville, directly in the flight path of aircraft during OLF flight operations, and I can attest to the fact that the jet aircraft noise was NOT excessive to the degree that is claimed by the protesters and activists.

(b)(6)

0271

Coupeville, WA 98239

Neither the Navy or Island County has designated a clear Accident Potential Zone (APZ) for the OLF. This non disclosure has been completely ignored and somewhat covered up but is greatly needed. Home owners need to know how close the house they are considering buying is to the APZ in order to make a correct decision for purchasing.. The Navy designated a Clear Zone (CZ) which is 3,000 feet from the end of the runway but never an APZ. The Department of Defense states that if a runway receives more than 5,000 flights a year they are required to designate a APZ . According to a Seattle Times News Paper article in December of this year the Navy admitted that they are going to pull back and limit the number of flights at the OLF to 6,000. According to HUD an APZ is the addition of 12,000 feet from the CZ or a total of 15,000 feet from the end of the runway. My house is located 4,500 feet from the end of the runway which makes it completely in the middle of the APZ. Because of a hill I cannot see the runway from my home. I was never told of this zone and was shocked when I finally found out about it. If I had known at the time of purchase I would have bought somewhere else.

(b)(6)

0272

Coupeville, WA 98239

Please extend the comment period to enable people from around the Puget Sound Region to participate. We live in a democracy, which means that our citizenry needs to be informed about opportunities for input to our government, including its military. The people in Port Townsend deserve to be given time for comments, since they were not informed initially. This may well be true for other impacted areas such as the San Juan Islands. PLEASE extend the comment period. Thank you.

(b)(6)

0273

Coupeville, WA 98239

We signed our noise agreement in 2000 and understood exactly what it meant. GO NAVY! Let em Bounce!

(b)(6)

0274

Oak Harbor, WA 98277

Please extend the EIS scoping process for another 60 days so that the outlying communities, such as La Connor, Port Townsend and the San Juan Islands, can be heard. Also, please consider additional scoping meetings in those communities.

(b)(6)

0275

Coupeville., WA 98239

I believe the fuss that is being raised about the adverse health is a bunch of hooey. I have lived under the flight path for the last ten years and no-one i know here has suffered any adverse affects. The noise is a small irritation at times but a small price to pay for living in this area. Keep 'em flying!!!

(b)(6)

0276

Coupeville, WA 98239

Please extend the comment period 60 days beyond the January 3, 2014 date and include informative scoping meetings for the Olympic Peninsula including Port Townsend, & Port Angeles, plus Camano Island, & the San Juan Islands so those citizens are informed of your flight plans and hopefully real time studies of the noise impacts on our areas. Thank you for considering this request from a long time W. I. resident.

(b)(6)

0277

Oak Harbor, WA 98277

I request, that the EIS EA 18/Growler comment period be extended by 60 days in order for those, who were neither informed nor aware of the EIS and or comment period have time to become informed. It is imperative, that every and any citizen have this opportunity. I extend this request to include a Navy public presentation for the outlying areas heavily impacted, also, including: Camano Island, Mount Vernon, and individually Lopez, Orcas Island and San Juan. Thank you for your consideration and response.

La Conner, WA 98257

Attn:Whidbeyeis Project Manager We appreciate the opportunity to be again on record for submitting our concerns regarding the "Environmental Impact" of the proposed introduction of two more Growler squadrons and the addition of even more Growler aircraft to the training squadron at NAS Whidbey. We reside at (b)(6), the southern tip of Fidalgo Island. We moved here in 2005 and we have observed that unfortunately NAS Whidbey activity and NOISE has increased significantly!!! At this point we are already experiencing the following Environmental Impacts... #1) NOISE: ON-Going Growler Noise...on Growler fly days it can continue All Day Long...often starting as early as 7:00 am...groaning and growling. we often have to turn the volume up on the TV so that we can hear the news while having breakfast. I am forced to leave our home during fly days rather than endure the noise...the sound has a depressing affect. Unfortunately when my husband and I return around 5:00 or 6:00pm the Growlers are NOT done...more on-going, one after another approaches to final...through the dinner hour and often until late into the evening...10:00 or 11:00 pm. We often choose to leave the house for dinner just to get a break. And outside activities-enjoying the deck...forget it...Growler noise, of course...the perfect background music for a beautiful setting? #2)NOISE:Aircraft Carrier Landing Practice: This is the latest Noise Impact...and it is brutal...definitely way over the allowed decibel limit. It is a roaring and a rumbling so ferociously loud that we can hear and feel it even with our deck doors and windows closed and the TV on. It sounds as if we are about to be invaded by squadrons of Fire Breathing Dragons. This takes place during the day and again in the dinner/evening hours...as late as 8:30 and later. #3)Jet Fuel Fumes: this is another Environmental Impact and it obviously very concerning! We have often noticed these fumes while driving into our Shelter Bay community. When I get into our garage I need to quickly close the garage door so as not to have to inhale the fumes. On the evening of September 5,2013 the fumes were so strong that our deck doors and windows had to be closed. I contacted NAS Whidbey and spoke with Jennifer Myer who said she is the community liaison. She told me that I was NOT the first to comment on this and that she was going to look into the problem. #4)Helicopter...yes I know that this is not a Growler but we are being impacted by NAS Whidbey helicopter pilots who have chosen our home as one of their favorite fly-bys. This activity happens frequently and at very low altitudes making our house shake--roll. Just this past December 20th on a Friday afternoon my husband reported that the helicopter flew back and forth directly over our house, several times and at a very low altitude. This is NOT necessary and very disruptive! #5)Electronic Interference...and ...yes...it's true...we also seem to experience some internet and satellite disruption when Growlers are active...sigh! Our island environment is already being seriously impacted. We strongly feel that because of all of the above mentioned concerns that the addition of more Growler squadrons and added training...will overburden what is already beyond tolerable and legal levels. We have much respect and appreciation for the pilots (my Dad was a WWII B-17 pilot) their crews, and those who keep them flying...but NAS Whidbey is NOT being respectful of this island environment. Thank you for seriously considering other options other that may be less disruptive for this island habitat. Sincerely, (b)(6)

(b)(6)

0279

Langley, WA 98260

I would encourage the exploration of this issue have an extended time frame so that all relevant public parties can have sufficient time to comment on this issue

(b)(6)

0280

Greenbank, WA 98253

I am emailing to request you extend the scoping period to allow all communities affected time to research and respond. Thank you.

(b)(6)

0281

oak harbor, WA 98277

Please extend scoping meetings for the EIS for the F18s over Whidbey Is. that affects many more communitys than were notified. LaConner The San Juan Islands & the Pt. Townsend / Jeffersond Cnty area. You have an requirement to let these folks know about the future problems & give them an opportunity to comment.!!

(b)(6)

lopez, WA 98261

0282

If stealth is useful in warfare, why are your jets so loud? If your jets are meant to be loud for intimidation, and they are being flown over our country you are conducting warfare on the American public. Terrorism is like mass murder, and arson, a crime. Officers who order terrorism over American soil are criminals and should be dishonorably discharged and their rights as citizens, and imprisoned.

(b)(6)

0283

coupeville, WA 98239-3515

please consider expanding the public comment zone and extending the time frame for comments related to whidbey island OLF usage...

Coupeville, WA 98239

This EIS must address the usual epidemiological aspects of jet effects on human health but, there is a tremendous need to break away from past EIS blueprints to include a focus on the psychotropic aspects (i.e., an altering effect on perception, emotion, or behavior) of the noise/health issue. Those issues are central to the lawsuit that partially provoked this EIS. The Navy jets create a huge impact on the human living environment in the immediate vicinity of the Ault Field and the OLF and to a lesser extent on areas beyond. Residents that live within those affected areas are financially bound to it, just as they are to the attendant community into which they have committed their time, energy, and service. Many of those residents have relocated to escape the jet impacts, while others lacking that ability or motivation just try to cope and somehow endure. An environmental impact study has never been conducted to evaluate the Growler impacts on these residents, and regrettably, the 2005 AICUZ followed the usual AICUZ blueprint falling well short of identifying the real impacts. The EIS must therefore conduct a survey of all residences within 3 miles of the jet paths used at Ault Field and the OLF to credibly and forthrightly expose the impacts on the lives of those exposed. The results should be tallied, but not of all surveys, just those reporting their lives to be impacted by the jets. It is the magnitude (totals) of the impacts on the affected that must be assessed, not their proportionality among those unaffected. That is, those reporting no jet-related problems are no more relevant than are residents of Seattle or Spokane, and as such are irrelevant to the enumeration of impacts. The following questions, among others, should be part of this comprehensive survey. 1) Since 2004, how many families have sold and relocated because they found they could not endure the jets--i.e., obtain past sales records and survey the sellers since 2004. What sort of financial impacts resulted? How many current owners and renters plan to sell or move as soon as possible because of the jets and how many feel they cannot due to lost property value? How many have tried to sell but been unsuccessful? 2) Of households negatively affected, what were the impacts on (a) phone for personal and business use, (b) entertaining friends or family, (c) listening to the media, (d) sleep, (e) familial conversations such as over diner, and (f) emotions and anxiety? How many are equipped with and use ear protection when the jets are flying? 3) What health issues do the negatively affected households attribute to the OLF jet practice, e.g., hearing loss, traumatic stress, loss of sleep, respiratory, circulatory, psychological (tally by type and strata)? The survey data must be presented as simple tallies and percentages, perhaps stratified only by proximity to jet paths, but not obfuscated into arcane indices of annoyance, etc. By surveying all those within 3 miles, the tallies cannot be statistically challenged or gerrymandered, and the totals will clearly define the gravest impacts plainly and irrefutably. This needed comprehensive survey would clearly demonstrate the Navy's intent to direct the EIS process toward the most salient and crucial aspect of environmental impacts. It's failure to do is unacceptable.

orcas, WA 98280-0125

DATE: December 29, 2013 TO: EA-18G Growler EIS Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Attn: Code EV21/SS www.whidbeyeis.com FROM: (b)(6) Orcas, WA

(b)(6) We are concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. We are also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. We live on Orcas Island and heard abundant aircraft noise from NAS Whidbey. Noise often continues until 11PM, not infrequently till 12 midnight and occasionally until 2AM. This noise disrupts wildlife and the rural atmosphere that draws tourists to our tourism based economy. We visit parks and friends less than 5 miles away on Shaw Island or on Lopez Island where the noise from Whidbey aircraft makes it difficult to have a conversation. This is highly intrusive noise which rattles windows and contains a low frequency component one feels physically in ones body. AVERAGING NOISE We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). Real-time high noise events need to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not “low impact” – especially if it's occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? ENGINE RUN-UPS What would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects children who cannot sleep, and adults who need rest for work. Ear protection does not even begin to dampen the sound. One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. HEALTH EFFECTS There is well documented evidence showing correlations between - heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immunotoxicity, sleep disturbances, depression, anxiety and stress related disorders - and noise – especially noise over 90 decibels. This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages. AIR QUALITY – WATER QUALITY – EXHAUST AND EMISSIONS We are also very concerned about air quality and the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. How will additional planes impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Testing air quality and soil for residues of jet operation should be conducted in the four counties affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. The southend of Lopez experiences occasional inundations of what

smells like jet fuel. Also grayish residues have been reported on fruit crops. We grow organic fruit on Orcas Island, which we sell to the school, restaurants and at farmers markets, and we are concerned for our own health while working out of doors, as well as concerned regarding the potential contamination of our air, water, soil and fruit orchards. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ?

SAN JUAN COUNTY ECONOMY
How will San Juan county's economy be affected by the proposed additions of jets? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, wildlife refuges and parks. They come for the beauty and the quiet not the noise of a war zone. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region. Contamination of the Salish Sea imperils the wildlife and natural ecosystem that support our human health, fishing industry and tourism. The farmers market at which we sell our organic fruit is largely supported by tourist shopping.

AUSTRALIAN TRAINING
The 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release needs to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts need to be based on 25 EA-18G 's not 13.

CUMULATIVE IMPACTS STUDY
The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas.

(b)(6)

0286

Coupeville, WA 98239

As a mother and grandmother, my concern is that the EIS directly address the impacts of the Growlers on adults, but especially on children. We living under the jet shadow know the impact is not a matter of some annoyance index, the so-called DNL, which is nothing much more than a weighted day-night average of overall noise over an extended period of exposure (generally a year). That might have satisfied folks in the late 1900s, but it doesn't work in the 21st century. We all know that the health impacts result from exposure to loud noise, so measures of single noise events (e.g., SELs and maximum noise levels or Lmax) are the critical metric, not DNLs of long-term average intrusion and irritation. It is time for the Navy to recognize that there must be a credible examination of the real health and life-quality impacts of its operations on the people it is supposed to protect. Children do not run around with ear protection. If a parent can be reported and investigated for child neglect by failing to provide reasonable assurances for child health and safety, then surely the Navy should be concerned about identifying hurtful impacts of jet noise on children, and that will not be feasible with DNLs.

(b)(6)

0287

Lakewood, WA 98497

Noise pollution is known to affect human beings negatively. Blood pressure and pulse rate changes are well known and the most obvious problems. I live on the South end of Lopez and request you study the pathological effect of the severe loud noise of overhead jets. Please extend the deadline of January 3rd, so more studies can be done. Thank you.

(b)(6)

0288

Anacortes, WA 98221

Actual noise measurements are needed to accurately assess noise impacts in residential areas of Anacortes. EA modeling significantly underestimates these noise impacts. Prowler and Growler overflights regularly create noise levels high enough to disrupt television listening, telephone use, and family conversation. The addition of more Growler aircraft will increase the incidence of these high-noise episodes. Any plan to increase aircraft activity should include the re-routing of flight paths to avoid overflight of residential areas of Anacortes.

(b)(6)

0289

Lakewood, WA 98497

A long time resident of the South end of Lopez I have observed the drastic reduction of the sea bird population (gulls, cormorants, guillemots, eagles, hawks etc) on Colville and Castle islands coinciding with increase in noisy jets just over these nesting areas. Please study the effects of the jets on the wildlife. And extend the deadline for comments, thanks.

(b)(6)

0290

Lakewood, WA 98497

We in the US are aghast re: the Chinese government permitting deadly air pollution. Please study the human effects of the air pollution from the jet engines and fuel dumping. And please extend the deadline of January 3, for more comments to come in and more time to do in-depth studies.

(b)(6)

0291

Lakewood, WA 98497

We in the US are aghast re: the Chinese government permitting deadly air pollution. Please study the human effects of the air pollution from the jet engines and fuel dumping. And please extend the deadline of January 3, for more comments to come in and more time to do in-depth studies.

(b)(6)

0292

Lakewood, WA 98497

Living under the Whidbey jets causes stress. As is well known, stress kills. Please address the effects of chronic stress caused by jet aircraft. And please extend the comment deadline - the issue demands it! Thanks.

(b)(6)

0293

Mount Vernon, WA 98273

I would like to included in the scoping process. Thank you.

(b)(6)

0294

Lakewood, WA 98497

Much of the area affected by the jet planes from Whidbey has been declared a National Monument as to be preserved from all harm. Please show that the increased pollution of air and noise will not harm this special pristine National Treasure! Please extend the deadline for comments - not enough time has been given. Thank you.

(b)(6)

0295

Lakewood, WA 98497

We've been living on the South end of beautiful Lopez island for years, and we have witnessed a lot of negative changes due to the increase in jet travel across the area causing air and noise pollution. My concern is the vegetation, the lovely wild flower meadows and woods - dumping fuel on them is detrimental. I also request an extension of the comment deadline. Thank you

(b)(6)

0296

Lakewood, WA 98497

As a longtime resident of the South end of Lopez I ask you to study the need for air and noise pollution over this paradise. It is impossible to have a conversation in the house and outside, when the engines are roaring. We cannot sleep when the activities on Whidbey carry on until midnight, and make daytime miserable - we have also smelled oil! Please extend the deadline for comments - thank you.

(b)(6)

Anacortes, WA 98221

0297

Please include South Fidalgo Island

(b)(6)

0298

Forks, WA 98331

There should be consideration in the EIS for the areas which all of this training will impact. My Park evidently lies directly below the most desirable dog fighting area in Western Washington. Much of the time in the spring and summer a conversation can not be had outside because of the noise created by these jets. I feel that the Many Veterans that visit my park be allowed a little peace. Rather than a daily war game over there heads . There Are areas to the south over the Olympic National Forest that would bother no one. Please,I would appreciate an acknowledgement to this comment. (b)(6) ,

(b)(6)

(b)(6)

0299

Coupeville, WA 98239

An extension is required for the communities listed, who have not been properly informed of the EA18G EIS. They are on islands, making it too difficult to get to any of the previous scoping meetings, which were held on Whidbey island. These communities are: Port Townsend Sequim Port Angeles Lopez Island SanJuan Island Orcas Island LaConner Mount Vernon

(b)(6)

0300

Coupeville, WA 98239

Please extend the comment period for 60 days, and hold scoping meetings in omitted communities! Regional communities have been left out of the Growler EIS scoping process. These include Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago. It is also imperative that scoping meetings be held in these significantly affected areas.

(b)(6)

0301

Coupeville, WA 98369

Please expand the scoping of the comment district to include Pt Townsend, Cameno Island and other communities affected by this decision.

(b)(6)

0302

Oak Harbor, WA 98277

I think that the aircrews should be given the best training they can receive. This about the outlying field has been going on for 20 plus years. The folks still move here and live near the outlying field and in Oak Harbor. The noise level isn't that great. It isn't like it is 24 hours a day. They should be thankful that those are our planes flying overhead.

COUPEVILLE, WA 98239

Hello, The navy is ripping the community apart over its use of the Coupeville OLF. I have never lived in a community where the public discourse over any particular subject was cruder, nastier, or less informed than the discourse is over the OLF. People conflate national defense with support of the navy, ignoring the navy's existence as a tool, a mere implement. If the tool is rusty and obsolete, it is time to get a new tool. Instead, the navy and its apologists shriek blame on fellow citizens living in the OLF flight path, economic jeopardy to Island County, and false patriotism. Just as jet noise does not equal valuable national defense, so do misguided but noisy arguments from the navy bandwagon not equal healthy public discussion. The navy is damaging its credibility over the use of the OLF. Day for day we have seen serious, credible allegations of navy dishonesty in the matter of the Coupeville OLF. We have seen the navy persist in arguing that the new planes are not noisier than the old planes, rather like arguing that breathing is really not necessary for human life. Even the navy concedes that the noise is perceived as greater with the new planes because this noise is on a different wave length, a concession which is dishonest in its core. As another example, we see navy propagandists recite that the OLF is crucial to pilot training when it evidently is not. If it were essential, the last six months of quiet around the OLF would not have been possible. In this time of drones and flight simulation training, the time has obviously come to evaluate the military necessity of the OLF. Will there come a time when the navy's coin will have become so cheap that nothing the navy says will be believed? The navy's EIS procedure is stacked against an honest evaluation of the problem. The process projects being completed years from now, while during the process the planes fly. That is surely the cart before the horse. The process focuses on the noise issue without proper regard to the safety and health of the citizenry below. The process does not recognize the changes that have occurred around the OLF since World War II, particularly the increase in the population density surrounding the landing strip, and the recognition of the area in central Whidbey as a natural resource of national importance. The process of creating the replacement EIS cannot be regarded as either independent or serious in the face of its prejudices. It's time to put the OLF into the museum. Once long ago, it may have been convenient, even of some value. Today, not the case. We as a people must learn to move past the military-industrial complex. There are vastly better things to do with our tax money.

(b)(6)

0304

Coupeville, WA 98239

extend the comment period for 60 days, and hold scoping meetings in omitted communities

Coupeville, WA 98239

If the Navy is going to continue to fly the E-18 Growler Jets over highly populated areas then they need to issue ear protection to everyone negatively affected by the noise. According to their very own guide lines no one on active duty may be exposed to noise levels higher than 84db without wearing proper ear protection that includes not only disposable ear plugs but a set of Ear Muffs. The noise from the Navy jets was recorded to be 134 decibels one block from my house. All types of extreme noises are very unhealthy. The United States Environmental Protection Agency, Office of Noise Abatement and Control states that it causes "serious physical and psychological stress". It has also been proven to cause circulatory problems and high blood pressures even if you are sleeping (if you can go to sleep) which can lead to heart disease. Please take time to look up the Department of Defense Design Criteria Standard Noise Limits (MIL-STE-1474D) pages 65 to 70 which deals with Aircraft Noise in the Military. The bottom line that "IT IS "FORBIDDEN FOR ANYONE IN THE MILITARY TO BE EXPOSED TO A DECIBEL LEVEL HIGHER THAN 115db" for a very short time such as a cannon being fired.. A sound of 134db is exponentially louder than a sound of 115db, meaning, like earthquakes, the increase of 19 decibels means the sound is two times louder. Also, Please take the time to check the following website:(.public.navy.mil/navsafecen/Pages/acquisition/noise_control.aspx). Here you will discover that the Navy considers any "sound above 84 db as hazardous or having the potential to cause hearing loss" and they require personnel to wear double hearing protection at that level. Once again the noise created by the jets outside of my home was measured to be 134db which is FIVE TIMES LOUDER THAN WHAT THE NAVY CONSIDERS TO BE HAZARDOUS. Even with all of this MANDATORY ear protection, from 1968 to 2006 the Navy paid out \$6.48 BILLION in veteran disability benefits for hearing loss alone, and yet they expect civilians to put up with this noise without ear protection.

Oak Harbor, WA 98277

Gentlemen, the Whidbey News Times recently reported that an environmental organization requested the EIS include the loss of value to a home exposed to aircraft noise. I request you include the loss of value to the much larger community, all homes located on North Whidbey, if the base closed as a result of not being able to train the aircrews if OLF closed. The State did a study of Washington State military communities in 2005. That report stated Island County was the most heavily impacted by the military of all military communities in Washington state. NAS Whidbey accounted for 88% of all economic activity in Island County. I surmise north Whidbey is more impacted than Camano Island or South Whidbey therefore the impact would be in excess of 88%. I request you include in the EIS the impact on housing value if approximately half the base left the Island because the Navy could not train its aircrews in the realistic environment of OLF Coupeville. Also I request you also estimate the housing value lost if the entire base closed. A half empty base in my opinion would not likely stay open long because of the loss of base operating efficiency. I have been in real estate for 20 years. During that time as a Realtor and a Broker I have been the President of the Board of Realtors and also on the State Board of Realtors. I am of the professional opinion the loss of 44% to 88% of the economic activity in Island County would have dramatic and long lasting negative impact on home values. Additionally anyone having purchased homes in the last 40 years in the OLF noise zone has not lost any value because of noise. The market value for noise impacted homes is already accounted for in the sales price. There is no doubt a person buying in a noise zone pays less for their home than a home not in a noise zone. However since the market price for the home includes the impact of the noise zone, by definition they have not lost value because they purchased at market value. If there has been a market value change for homes in the noise zone around OLF Coupeville the impact has been an upward trend since there is significantly less flying at OLF since 2004. Thank you for including in your study the financial impact on the community for home values if 44% to 88% of all economic activity in the County departed.

Randy Kline
P.O. Box 42650
Olympia, WA 98504-2650

0307

HARD COPY SENT VIA US MAIL on 12-30-13 December 30, 2013 EA-18G EIS Project Manager (Code EV21/SS) Naval Facilities Engineering Command (NAVFAC) Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Dear Project Manager, Thank you for the opportunity to provide scoping comments on the Environmental Impact Statement (EIS) for EA -18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island. The Washington State Parks and Recreation Commission (State Parks) manages a diverse array of 117 camping and day-use parks throughout Washington State. State Parks appreciates the strong and positive relationship it has with the Navy. Historically, State Parks and the Navy have had productive partnerships including sharing services such as water and sewer provision for our respective facilities. State Parks thanks our military men and women for their service and the Navy for the sensitivity shown to the communities in which it operates. State Parks notes that the men and women of NAS Whidbey Island are frequent park users, often volunteer in our parks and, through purchase of the Discover Pass, contribute to the overall financing of our state park system. Like NAS Whidbey Island, state parks play an important economic role in our communities. It is estimated that in 2011 the six largest state parks in the 10th legislative district - Cama Beach State Park, Camano Island State Park, Deception Pass State Park, Fort Casey State Park, Fort Ebey State Park and South Whidbey State Park - contributed over \$50 million dollars to the local economy . The state parks listed below have the highest potential to be impacted by airfield operations at NAS Whidbey Island. These include: • Cama Beach State Park • Camano Island State Park • Deception Pass State Park • Dugualla State Park • Ebey's Landing State Park • Fort Casey State Park • Fort Ebey State Park • Joseph Whidbey State Park • South Whidbey State Park A large number of other state park areas are impacted to a lesser degree including South Whidbey Island, Skagit Valley, Marrowstone Island, and the San Juan Marine Area. State Parks has included a CD with Geographic Information System (GIS) shape files indicating the location of these parks for use in the analysis of potential impacts. Additionally, information related to the facilities and uses provided at each of these parks can be found on the State Park's website at <http://www.parks.wa.gov/>. State Parks requests that the following potential impacts to recreation be addressed through the Draft EIS review process: • Potential impact of noise and frequency of flight operations on the day-use and overnight recreating public camping in tents, trailers or RVs directly under or in close proximity to flight paths. During the busy summer use season, large parks such as Deception Pass State Park can have up to 2000 people sleeping in accommodations such as tents, trailers and RVs which are not designed to shield from the level of noise resulting from airfield operations; • Potential impact of noise due to frequency and location of flight operations on park employees; • The potential impact of single event noise levels (SEL) and Day/Night Average Sound Level (DNL) on the day-use, overnight recreating public camping in tents, trailers or RVs, and parks employees directly under or in close proximity to flight paths; • The potential impact of noise and exhaust particles on endangered, threatened, and rare plant and animal species, habitats, and vegetation communities in Natural Forest Areas, Natural Area Reserves, and other significant State Park classified environments directly under or in close proximity to flight paths; • The potential impact of particulates from exhaust and potential health effects on the recreating

public and on long term residents such as park staff, including analysis of the potential for toxic materials that are above the threshold recommended for human health and safety to accumulate in the air and soil; • Consideration of alternative flight paths for airfield operations. In the event that flight paths cannot be modified, consideration to modify the timing of flight operations to align with State Parks quiet hour restrictions which are from 10:00 pm to 6:30 am; • Consideration of concentrating night flights in the winter when fewer members of the recreating public are using and camping in state parks; • Consideration of sharing flight schedules so that state park visitors can be apprised of dates when heavy air traffic is anticipated. In the interest of providing solution-oriented feedback, State Parks respectfully requests that the Navy consider appointment of an intergovernmental impact assessment advisory committee to provide guidance on critical scoping questions. State Parks would be pleased to serve on such an ad hoc committee. Absent committee formation, State Parks is available for consultation on the details of any study efforts associated with the development of the DEIS. Thank you for the opportunity to provide comment. If you have any questions I can be reached at 360.902.8632 or randy.kline@parks.wa.gov. Sincerely, Randy Kline, Environmental Program Manager Enclosure: CD of GIS shape files with Washington State Park locations and boundaries CC via email: Don Hoch, Director, Washington State Parks Jon Crimmins, Fort Casey State Park Daniel Farber, Policy & Governmental Affairs Jack Hartt, Deception Pass Area Manager Eric Watilo, NW Region Manager Jeff Wheeler, Cama Beach Area Manager Island County Commission Skagit County Commission

(b)(6)

0308

Port Townsend, WA 98368

I am the Mayor of the City of Port Townsend . Please extend the comment period for this EIS and add a scoping meeting for Port Townsend. We are directly affected by operations at Whidbey NAS and had no formal or informal notification of this process. I was unaware of it until informed by a citizen on Whidbey Island last week. Thank you.

(b)(6)

0309

Freeland, WA 98249

I am disturbed that the State of Washington is now objecting to the cement blocks around OLF property in Coupeville. The blocks are for both public safety, and to prevent trespassing on the NAS property. Why should the State be concerned about the look of these blocks as they related to the Ebey's Reserve designation? The blocks are not part of the Reserve, nor should the State Department of Archaeology and Historical Preservation be allowed to make statements or decisions for land that is not in Ebey's Reserve.

(b)(6)

0310

Oak Harbor, WA 98277

Whidbey Island has always been a strong supporter of our military service personnel and their families. This area offers unique training capabilities which helps to best prepare our flyers to do their jobs safely & efficiently. Coupeville OLF is an integral part of that training at the most affordable cost. Those opposing its continued use appear to be short sighted and not considering the welfare of our Navy flyers nor the best interest of our country. As a Navy wife who spent 31 yrs in support of my aviator husband, I ask that these opponents remember that no one forced them to move in the areas surrounding Coupeville OLF and no one is forcing them to stay. This IS America and these pilots fight to keep these rights for all. Please insure that our military continues to provide the best possible situation for training and keep Coupeville OLF active!

(b)(6)

0311

Lopez Island, WA 98261

Hello, My name is (b)(6). I live on (b)(6) on Lopez Island. I've lived here almost 20 years but have owned property here since 1978. I am very concerned about the jet noise from Whidbey Island and its accumulated effect over the years. Like many local residents, I'm over 50 years of age and have some hearing difficulties. One of them is that loud noises actually hurt my ears. The jets are so loud I have to cover my ears when I'm outside and one flies over. They are so loud that conversation is impossible. Whether inside or outside, any discussion has to cease while jets fly over. Like many, I moved here for the peace and quiet and rural atmosphere. Now it's so noisy, I wonder if my property value will be affected. I ask that you study the effect of this noise on people's hearing before adding additional squadrons of EA18-Gs. Thank you. Also, I ask for a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. We have not had one but are severely impacted by the jet activity. (b)(6) Lopez Island, WA 98261

(b)(6)

0312

Lopez Island, WA 98261

Hello, My name is (b)(6). I live on (b)(6) on Lopez Island. I've lived here almost 20 years but have owned property here since 1978. I'm concerned about the effect the increased jet noise from Whidbey Island will have on our tourist economy. People visit the islands to escape the hustle and bustle of urban life only to find there are many times they can't even hear themselves think, much less talk. We depend on the money tourists and second home owners bring to the islands. Please study the effect of the jet noise – especially the increased training flights being planned – on our economy. Also, please consider a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. We have not had one but are severely impacted by the jet activity. Thank you.

Mount Vernon, WA 98273

To: EA-18G EIS Project Manager We recently attended the last of three Open House Scoping Meetings in Anacortes, Washington, for the upcoming Environmental Impact Statement (EIS) concerning the proposed expansion of the EA-18 Growler Operations at Navel Air Station Whidbey Island. We found the staff manning the stations to be mostly friendly and well prepared, as could be expected. Although our concerns were listened to, we came away feeling that no matter what concerns were expressed by the attendees, the Navy was going to go through with the proposed expansion. We live to the East of Ault Field directly in line of the training flights for Touch and Go landings. As the Growlers fly over us they are low and slow on their approach to Ault Field. As one of the pilots at the open house pointed out to us, we live in one of the maximum noise areas for these flights because of the flight corrections taking place in that space. We have owned our property here on the North Fork of the Skagit River for almost 23 years. During that time we have definately noticed a big increase in flying and noise levels in our area. We love living here most of the time. The only negative to that, and it is a huge negative, is the noise levels we are exposed to when the older Prowlers and more lately the Growlers fly over. As stated in the recent scoping meeting pamphlet "the Navy identified the Growler as quieter because scientific measurements indicated that the Growler emits less sound than the Prowler during most flight profiles. Noise levels vary depending on where you are in the flight pattern. The comprehensive noise study conducted for the 2012 EA acknowledged that the Growler is louder during arrival than the Prowler." Unfortunately, as far as our neighborhood is concerned, given that we are on the arrival path of the Growler, we experience a much louder noise level than the average level reported in your study. At times it is simply unbearable to be outside and not much better in the house. We can feel the house and windows shake as the planes pass over. We have to plug our ears as the planes fly over. This is no exageration. We have observed the wildlife and domestic animals cower and try to get away from the deafening level of jet noise. Conversation, talking on the phone, listening to or playing music or watching TV is impossible . My wife is a medical provider and is unable to consult with other providers or her patients when the need arises when she is at home during periods of flight training exercises. Just a few months ago we had to spend over \$2000 for hearing aids for my wife at the age of 61. She had to purchase a \$400 amplified stethoscope so that she could continue to work in her family practice clinic. Our guess was the jet noise played a part in that loss. At the open house we had a conversation with the folks studying noise levels. They informed us that the average decibal readings, over a 24 hour period, were done using simulations and computer modeling. We don't feel that these models are accurately able to measure the real time maximum sound level experienced in our neighborhood. We know that training is essential. Before any decisions are made, we would urge you to use actual field measurements in the affected areas of the noise level readings during different phases of flying. It is our hope that the navy will consider the concerns of all its neighbors, environmental agencies, and health organizations and not just add more planes and flights because it is convenient and provides for the economy of the area around the base. We also hope that all alternatives will be looked at including relocating training to less populated areas. Sincerely (b)(6) Mount Vernon, WA 98273

(b)(6)

0314

Clinton, WA 98236

I oppose resuming growler flights over Whidbey Island. I am very concerned about the noise, health, safety, and environmental effects. Numerous peer-reviewed studies document that aircraft noise can permanently damage hearing, raise blood pressure and harm livestock and wildlife. I am also concerned the it will have a negative impact on real estate values and quality of life for residents of Whidbey Island and surrounding areas. There must be alternatives to using Outlying Field Coupeville. OLF borders Ebey's Landing National Historic Reserve which is of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat.

(b)(6)

0315

Lopez Island, WA 98261

I live on Lopez Island and receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. The southend of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality? One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away.

(b)(6)

0316

Coupeville, WA 98239

I am concerned about the noise effect on citizens both within Town limits of Coupeville as well as those in outlying areas. We have observed significant noise increases as "Growler" flights have been added, and have noted the increased number of flights as well. I am concerned as a citizen, and as a Teacher-Librarian on the impact on young children and on the students at Coupeville Schools. I would also point out that flights over and near the Town of Coupeville impact the patients at Whidbey General Hospital. Thank you for your attention to this issue. (b)(6)

Lopez Island, WA 98261

I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. I live on Lopez Island and receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. AVERAGING NOISE We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). Real-time high noise events need to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not "low impact" – especially if it's occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? ENGINE RUN-UPS What would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects children who cannot sleep, and adults who need rest for work . Ear protection does not even begin to dampen the sound. One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. HEALTH EFFECTS There is well documented evidence showing correlations between - heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immunotoxicity, sleep disturbances, depression, anxiety and stress related disorders - and noise – especially noise over 90 decibels. This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages. AIR QUALITY – WATER QUALITY – EXHAUST AND EMISSIONS I am also very concerned about air quality and the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. How will additional planes impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Testing air quality and soil for residues of jet operation should be conducted in the four counties affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. The southend of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ? SAN JUAN COUNTY ECONOMY How will San Juan County's economy be affected by the proposed additions of jets? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, wildlife refuges and parks. They come for the beauty and the

quiet not the noise of a war zone. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region. AUSTRALIAN TRAINING The 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release needs to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts need to be based on 25 EA-18G 's not 13. CUMULATIVE IMPACTS STUDY The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas.

Port Townsend, WA 98368

Air space: they're not making any more of it. It's not as if there is more sky in which to add two squadrons. If flying practice runs at 1 a.m. is as important as claimed, it must be time to move the practice to a minimally-populated area. Ours is growing. The directly-impacted counties have the highest population growth rates of any sub-region in the state: Jefferson and San Juan Counties have doubled in the past 30 years and Island County grew by 60%. At the same time, up until the 2012 'moratorium' that the Navy instituted at OLF Coupeville, the number of flights, hours of operation, and decibel levels over and adjacent to Admiralty Inlet were also increasing. Growlers are not your grandfather's Navy jets. How could the public even intelligently comment on the changeover to Growlers before hearing firsthand how much louder they are? The Prowlers were themselves plenty loud. NAS Whidbey was kind enough to provide a telephone hot-line for noise complaints and I had occasion to use that number on a number of summer nights (when sound seems to be conducted more easily) during late-night operations in the 1980s and 1990s, even speaking with the base Commander on one occasion. For decades I've lived on a Whidbey Island-facing bluff across the water in Port Townsend. Nothing buffers the roar of touch-and-go at Coupeville--the sound is easily conducted through the air for as much as 12 to 15 miles in all directions. I regularly work and recreate outdoors in the Coupeville area, closely experiencing the decibel level of low-flying Growlers; it is hostile to enjoyment of the multiple state parks and beaches in proximity to the airfield--places which are a main support to the local economy via tourism. There are limits to growth. Our vaunted Quality-of-Life cannot be sustained in an environment that is hostile to a healthy level of peace and quiet. If your next-door neighbor operated his industrial tools at peak volume at midnight, you'd speak out and demand mitigation eventually; many of us who have lived with OLF Coupeville noise for decades are beyond that point now. Together with closing the bounce field, the Navy should put some dollars into remediation and restoration of the native Prairie that was taken to create the airstrip.

(b)(6)

0319

Lopez Island, WA 98261

(b)(6) I live and grew up on Lopez Island. In the last 10 years the frequency and intensity of jet noise pollution has steadily increased. Besides being disruptive to everyday life, the following health, environmental and economic concerns are something to be taken seriously. I strongly urge the Navy to heed the impact of its actions on the population it is designed to protect. As a concerned/impacted citizen I would ask for a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County.

(b)(6)

0320

Friday Harbor, WA 98250

Noise and vibration from NAS Widbey aircraft are disturbing to the lifestyle we have deliberately chosen here on San Juan Island. Stop flying over San Juan county! Move the training to China Lake! thank you.

(b)(6)

0321

Lopez Island, WA 98261

In 1970 the population of San Juan County was 3,500 and in 2005 the population had grown to 15,500. Many more humans are impacted by the noise from the low flying prowlers and growlers over the southend of Lopez Island today than in 1970. As a resident of the southend of Lopez I often am deafened by the noise as they fly over. This kind of noise has proven to cause stress and hearing loss in humans and other species. We have a tourist dependent economy now, unlike in 1970, and few people want to be subjected to the noise from the growlers, etc. Our economy and health is being negatively affected. Can these planes be routed away from our ever increasingly populated islands? Is there technology available to quiet them?

(b)(6)

0322

Lopez Island, WA 98261

I live on the South end of Lopez Island. The noise of the jets disrupts my sleep. Please study the effects of increased sleep disruption on physical and psychological health.

(b)(6)

0323

Lopez Island, WA 98261

I live on the south end of Lopez Island. Please address the effect of aircraft flights on air pollution over Lopez Island.

(b)(6)

0324

Lopez Island, WA 98261

I live on the south end of Lopez Island. The overflight noise disrupts my dance classes. Please address the effect of aircraft flights on concentration and learning (dis)abilities.

(b)(6)

0325

Lopez Island, WA 98261

I live on the south end of Lopez Island. I am concerned that the increased jet noise will diminish the value of our home. Please address the effect of aircraft flights on the value of real estate on Lopez Island.

(b)(6)

0326

Longview, WA 98632

As a long time hiker, and camper, I am concerned for the quality of the outdoor experience at the nearby State Parks. Several years ago, I camped at Ft. Ebey State Park and was very disturbed by the noise of the jets. As fewer natural areas are accessible for quiet respite, our current ones become an even more important resource. These resources are an economic investment, as well as an economic driver for the region. The negative impact of the noise and consequent loss of tourist income should be considered and the less measurable loss of this natural resource for Washington residents.

(b)(6)

0327

Lopez Island, WA 98261

I live on the south end of Lopez Island. Please address the effect of aircraft flights on tourism on Lopez Island, on which our island depend so much economically.

Lopez Island, WA 98261

The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas.

Lopez Island, WA

The 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release needs to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts need to be based on 25 EA-18G 's not 13.

Lopez Island, WA 98261

How will San Juan county's economy be affected by the proposed additions of jets? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, wildlife refuges and parks. They come for the beauty and the quiet not the noise of a war zone. The San Juan Islands are consistently rated among the top 5 tourism destinations of the United States. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region.

Lopez Island, WA 98261

I am also very concerned about air quality and the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. How will additional planes impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Testing air quality and soil for residues of jet operation should be conducted in the four counties affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. The southend of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ?

Friday Harbor, WA 98250

We are concerned and disturbed by the increased noise levels from NAS Whidbey and the plans for additional F-18's. We hear the jets from NAS Whidbey more frequently than ever before. The low frequency vibration is felt through walls and affects windows and other structural elements. We have been awakened by the noise in the middle of the night and in early morning. There is well-documented evidence showing correlations between heart disease, strokes, hospitalizations, and stress related disorders and noise – especially noise over 90 decibels. The EIS should study health impacts in the areas most effected by the F-18 flights. These areas would include Coupeville, Oak Harbor, Anacortes, Camano Island, Lopez Island and San Juan Island. In considering areas for study, Day Night Average Sound levels (DNL) should NOT be used. DNLs do not tell us what the loudest event is in a 24 hour period, nor how many noise events there may be in a 24 hour period. Air quality studies from all 4 counties (Island, Skagit, Jefferson and San Juan) should be conducted and directly correlated with F-18 activities at Ault Field and OLF Coupeville. Studies should be made measuring jet fuel residues in water and soils. Fish, wildlife, humans and agricultural products may be affected. In addition, the EIS should include the following: • Record and study the maximum frequency spectrum and intensity in San Juan County during all operations, flight, run-ups, and regular maintenance; not just the decibel rating. • Measure the Sound Exposure Level in San Juan County during all types of operations including flyovers. • Restrict flight ops over San Juan County islands. Flight ops over land are not needed because the approach pattern can be done over water. In the 71 years since the Whidbey Naval Air Station was created the whole area has changed. Whidbey NAS is no longer in the middle of an under-populated area. It is surrounded by rural and urban areas that are travel and recreational destinations. These island archipelagos within the Salish Sea are some of the natural jewels of Washington State. They include National Parks, a National Monument in San Juan County, National Wildlife Refuges and the homes of endangered species. Many communities here rely on tourism for their economies. Like ourselves, people choose to live here and to visit these areas to experience the natural beauty and the peacefulness, to escape the noises of the metropolis. The impacts from routine F-18 flights and practices are threats to the health and well-being of a four county area. Thank you for your consideration. Sincerely, (b)(6)

(b)(6)

(b)(6)

0333

Lopez Island, WA 98261

I live on the south end of Lopez Island. Lopez Island, and other islands in the San Juans, have a large population of migrating and breeding bird species. I am concerned that overflight noise will affect the bird populations negatively. Please address the effect of aircraft flights on bird habitats in the San Juan Islands.

Lopez Island, WA 98261

There is well documented evidence showing correlations between - heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immunotoxicity, sleep disturbances, depression, anxiety and stress related disorders - and noise – especially noise over 90 decibels. This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages.

Lopez Island, WA 98261

What would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects children who cannot sleep, and adults who need rest for work . Ear protection does not even begin to dampen the sound. One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas.

Lopez island, WA 98261

We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). Real-time high noise events need to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not “low impact” – especially if it’s occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience?

Lopez Island, WA 98261

I'm very concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. I'm a year-round resident of Lopez Island. When a jet flies over Lopez Island, I have to stop all conversation (face-to-face or on the phone), I wake up from sleeping, or can't concentrate on my work until the jet disappeared. The noise causes vibrations and rattling in structures, and I can feel the low frequency in my body. The jets also fly at night when I need to sleep. Often, the jets fly so low and at such a low speed that I have to press my hands on my ears - the noise is literally 'ear-splitting' and needs to be documented in the EIS with real-time numbers, not averages.

(b)(6)

0338

Coupeville, WA 98239

I think just about every one agrees that operations and noise impact have increased in recent years. Can we also agree that at least theoretically, there is some kind of level of operations that exceeds what is acceptable? The question is: how much of an increase in noise is there, and what is the upper limit? Please establish a public upper limit. Measure noise amplitude, frequency and duration. Publish the results weekly along with the announcement of OLF operations scheduled for the week. I consider this a minimum response. Seems like it would have been done already. Thank you!

(b)(6)

0339

Coupeville, WA 98239

I think just about every one agrees that operations and noise impact have increased in recent years. Can we also agree that at least theoretically, there is some kind of level of operations that exceeds what is acceptable? The question is: how much of an increase in noise is there, and what is the upper limit? Please establish a public upper limit. Measure noise amplitude, frequency and duration. Publish the results weekly along with the announcement of OLF operations scheduled for the week. I consider this a minimum response. Seems like it would have been done already. Thank you!

Lopez Island, WA 98261

The EIS should compare impact for the populated San Juan Islands with impact for the Juan de Fuca Strait and unpopulated areas of the Olympic Peninsula. Lowest number of people affected should determine flight paths. Ideally, flight paths should all be over the Pacific Ocean.

Lopez Island, WA 98261

We have lived on Mud Bay, Lopez Island, for over thirty years and have noticed an increase in the number and noise intensity of low flying aircraft over the south end of the island in recent years. It reminds us of what was happening years ago when Whidbey NAS responded to similar concerns and agreed to mitigate the jet noise levels by flying higher, not flying as much at night, not flying over the islands, and not flying over the school. That made a real difference and we hope that those practices can be reinstated. But, we understand that the current increased level of noise comes from seemingly unbaffled EA18-Growlers. We also understand that the Navy has proposed the addition of more Growler training squadrons for which an Environmental Impact Statement must be submitted. We would like the EIS to address the following concerns: Noise pollution: how to maintain a healthy level of non-invasive noise for all living creatures in a sensitive environment. Air, land and water quality: how residues from the emissions and exhaust from jet propellant fuel affect the air we breathe, soil quality, the health of plants and animals, and the aquatic ecosystem.

Friday Harbor, WA 98250

We live on San Juan Island and hear loud noise from the Naval growler planes which makes it difficult to have a conversation, sleep or concentrate. Noise often continues all day and into the night. This is highly intrusive noise which rattles windows and contains a low frequency component we can feel in our house. This persistent noise affects children who cannot sleep, and adults who need rest for work. Ear protection does not even begin to dampen the sound. I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. There is well documented evidence showing correlations between - heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immunotoxicity, sleep disturbances, depression, anxiety and stress related disorders - and noise – especially noise over 90 decibels. This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights.

(b)(6)

0343

Clinton, WA 98236

I am very much against the proposed action to allow for additional flights and aircrafts in both Whidbey Island locations. Beyond the adverse environmental impacts of wildlife, these locations are just too populated and would adversely affect tourism in Whidbey Island. As a recent homeowner in Whidbey, one reason Whidbey was attractive to me was environmental noises (other than farming) are generally low in volume. Most people that are attracted to this area, I believe, have a similar viewpoint. The local businesses rely heavily on tourism to sustain year around business and I believe that this proposal will negatively impact that. People have choices and there are other places people can go to spend there money that do not have the noise pollution of these types of jets. Please consider supporting Whidbey Island residents and business owners by considering other options.

Randy Kline
P.O. Box 42650
Olympia, WA 98504-2650

0344

December 30, 2013 Naval Facilities Engineering Command Atlantic Attn: Code EV21/SS
EA-18G EIS Project Manager 6506 Hampton Boulevard Norfolk, VA 23508 Dear Project
Manager, These comments supplement those provided by the Washington State Parks
and Recreation Commission in their letter dated December 30, 2013 (see attached).
Please include Fort Worden State Park in the list of state parks that have the highest
potential to be impacted by airfield operations at Naval Air Station (NAS) Whidbey Island.
Thank you for the opportunity to provide comment. If you have any questions I can be
reached at 360.902.8632 or randy.kline@parks.wa.gov. Sincerely, Randy Kline,
Environmental Program Manager Attachment: December 30, 2013 EIS scoping comment
letter CC via email: Don Hoch, Director, Washington State Parks Jon Crimmins, Fort
Casey State Park Daniel Farber, Policy & Governmental Affairs Jack Hartt, Deception
Pass Area Manager Eric Watilo, NW Region Manager Jeff Wheeler, Cama Beach Area
Manager Island County Commission Skagit County Commission

(b)(6)

0345

Lopez Island, WA 98261

Dear Sir or Madam, I am a full time resident of the west side of Lopez Island. I am concerned about the proposal to add ten additional US EA18-G Growlers plus train Australian Growler pilots on Whidbey Island. I would like the Navy to study the effect of sleep deprivation on health not only of humans but also farm animals since agriculture is essential to our island economy and food system. Growlers already disturb our sleep by flying late at night and sometimes into the wee hours of the morning. They upset the animals and people day and night. Please also study the impact of training Australian pilots on Whidbey versus in Australia. Let them enjoy some of the ill effects of the planes, the air pollution and noise. Please study the effect on our tourism industry, whale populations, national park and marine sanctuaries and endangered species. Please study the effects of the actual decibel levels, not the average levels. We experience the actual levels, not averaged over time. Intermittent but recurring and increasing in frequency as well as loudness over time, please study the cumulative effects on health and the environment. Thank you. (b)(6)

Oak Harbor, WA 98277

NAS Whidbey and OLF Coupeville have been in operation since the early 1940's. Over the years, there has been encroachment at both NAS Whidbey and OLF Coupeville in spite of the fact that the Navy and realtors have indicated that homes built in the ACUIZ will be subject to high noise levels. Several of the current residents around OLF Coupeville bought the cheaper land and homes close to the field even after being apprised of the higher noise levels and signing a noise disclosure agreement. It is obvious that they did not take personal responsibility and accountability for researching the indicated noise levels before closing. Now the vocal minority dissidents are trying to point blame at the Navy for their poor decisions. The Navy has flown A-6E Intruders, Prowlers, and now EA-18Gs at OLF Coupeville since the early 1960's because the field location is ideal and an integral part of the Navy's fleet carrier landing practice (FCLP) training in the Northwest for aviation aircrews who deploy to aircraft carriers. The superb overall carrier safety record of these aircraft and their professional aircrews attests to the value and quality of the OLF Coupeville training. There are no other suitable alternatives in the Northwest for FCLP training that are as cost effective and as logistically viable as OLF Coupeville. The amount of FCLPs has been higher than normal recently because of the expeditious transition of the EA-6B squadron and new aircrews to the EA-18G aircraft. The two additional EA-18G expeditionary squadrons will not be using OLF Coupeville other than for initial pilot FCLP training because they operate almost exclusively from land based sites. Bottom line: Keep OLF Coupeville open and continue required FCLP training there to ensure the continued safety and professionalism of our Electronic Attack aircrews who are deployed around the world protecting all of us. We owe them nothing but the best training that OLF Coupeville provides!

(b)(6)

0347

lopez island, WA 98261

(b)(6) Lopez Island, WA 98261 December 30, 2013 EA-18G Growler EIS Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Attention: Code EV21/SS Subject: Comments on EIS Scoping for Growler Operations-- NAS Whidbey, Ault Field, and OLF Coupville Addition of 2 Growler Expeditionary squadrons and 3 Growler aircraft to the training squadron greatly concerns me. The Navy's agreement to a 3-year time of training Australian pilots with EA-18G's will add 12 aircraft to NAS Whidbey also disturbs me. NOISE: Here on the south end of Lopez Island, Washington, the noise level from NAS Whidbey planes is often terribly loud. During overflights, the continuous noise for an hour or more makes it difficult to work outside. When plane engines start up at Ault Field (12 miles away), we hear it at our house immediately. In summer it is common for flights to start at 10 pm and continue for an hour or more over our neighborhood. The use of average sound levels (DNL-Day Night Average Sound Level) is not an effective measurement of actual disturbance for nearby residential areas. Real-time high-noise events by the Navy needs to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not "low impact," especially if it occurs after 7 p.m. Economic impact needs to also be considered. If an area feels unbearable for one or two hours during overflights, guests staying on Lopez most likely will not return when they expected peace and quiet. The same might be true of a potential home buyer. Growler noise impacts on marine mammals and fish must be studied. DNL is not a good measurement in that area, because feeding and mating times may be disturbed by one extreme noise event. Animal schedules cannot be synchronized with planes. FUEL DUMPS: We have noticed fuel dumps over Smith Island area. This does not seem safe. Vapor falling (after fuel evaporates) is still toxic. AUSTRALIAN TRAINING: The 12 Australian EA-18G's and their 3-year training program needs to be included in the EIS. Adding these aircraft to the original 13 proposed planes, brings the total aircraft added to 25 EA-18G Growlers. Impacts should be based on 25, not 13. Sincerely, (b)(6)

(b)(6)

0348

Lopez Island, WA 98261

I am a resident on the south end of Lopez Island. I have lived on the island for 14 years and am concerned about the health risks of the increased air pollution from the NAS on Whidbey Island. I was recently diagnosed with hearing loss and am being fit for a hearing aid at what some would consider to be a very young age. I am in my mid fifties, and have never listened to loud noise, but was told by my audiologist that the roar of the Growlers and Prowlers could very well have been the cause of my hearing loss. I would like the Navy to study the cumulative and comprehensive impact of hearing loss in their study. I am also very concerned that no hearing was held on the San Juan Islands, and would like to request a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. There was no Navy Scoping Meeting in San Juan County and we have not had enough time to distribute information about the Navy's plans to add two squadrons of EA-18G's plus 12 additional Australian training EA-18G's. Thank you for your consideration.

(b)(6)

0349

Lopez Island, WA 98261

I am concerned about the impact of the NAS naval station on Whidbey island's proposal for expansion and its impact on the marine mammals. I live on the south end of Lopez and over the years have seen less otters and whales in our waters. I am concerned that the noise levels generated and exhausts from planes, plus the dumping of jet fuels are impacting the health of marine animals (as well as humans). Please include a comprehensive and cumulative study on the health impacts of released toxins, fuel, and noise levels on the health of marine life that would be caused by the proposed increase in jet planes. I also request a 60 day extension of the scoping period as no meeting was held on the San Juans, and I am concerned citizens are not aware. We need a meeting here during this extension. Thank you.

(b)(6)

0350

Lopez island, WA 98261

I am concerned about the health and safety risks of fuel that may be dumped by the jet planes. What health risks are associated with citizens breathing in these fumes, and eating vegetables from our gardens that may be contaminated by these fuels? Please address the cumulative and long-term impacts on humans of these exposures. I am also very concerned about the stress caused to our bodies and minds when the planes roar overhead and shake our houses, stopping us from holding conversations. I feel the vibrations right down in my bones, and am often wakened from my sleep by the sound of the jets late at night. Please identify all the health risks associated with noise stress, loss of sleep, and air toxins related to the jets and their cumulative long-term impact on our health and well-being.

Greenbank, WA 98253

I served in Naval Aviation as an Aviation Electronics Technician in Fighter Squadron 52, at NAS Alameda. As part of VF 52 I served aboard the carriers Bennington, Ticonderoga, and Midway. I know the sound of jet aircraft. Also I am a civilian pilot with Commercial, Instrument, Multi-Engine, and Seaplane ratings. I love airplanes and aviation. Anyone in aviation knows that the A-6 Prowler series of aircraft are very loud. When it was announced that the incoming Growler aircraft are coming to Oak Harbor, Washington, we were told the new aircraft are quieter. I looked forward to the new and quieter Growler. But the Growler is not quieter, in fact it is MUCH louder than the Prowler. I regularly walk at Fort Casey State Park and tried to avoid the times when the Prowlers were using the OLF Coupeville. They were loud but this summer the Growlers began training at OLF Coupeville. The noise of the Growler flying overhead in the traffic pattern was almost enough to knock me down. I have been at Seahawks games in Seattle that are very loud but the Growler is much, much louder. In past years the Prowlers used OLF Coupeville for training from time to time but last summer the Growlers were there day after day, week after week. To be honest, I don't know how people who have homes in the area stand it, daytime and late in the evening. There is no way homeowners can be outside on their decks relaxing or using the outdoor grill. They can't watch TV or even have conversations with all those loud aircraft in the traffic pattern. If I lived in the area beneath the OLF Coupeville traffic pattern I would be quite angry that my own home is practically unlivable with all those Growlers there now. I love and respect aviators and their airplanes. The Navy has to come up with some kind of plan to train their air crews in the very loud Growler but OLF Coupeville is probably not the best place if the Navy wants to keep peace in the local communities. Environmentally the Growler is a disaster where noise is concerned. If the Boeing engineers can produce an airliner as quiet as the 787, I'm sure they can come up with some way to quiet the Growler without affecting its performance. As far as I am concerned, there are more than enough Growlers at Ault Field. I don't think adding 13 more is a good idea environmentally or morally. We shouldn't have to wear ear protectors in our homes and yards so we don't go deaf.

Lopez Island, WA 98261

I have recently become aware of the Navy's interest to expand flights and would request that comments and meetings be held for interested citizens, business owners, health officials and others. At minimum there should be meetings held over the next year to involve all who are interested and impacted. We have owned our home on Lopez since 1998 and flights have accelerated to the point that two members of our family suffer hearing loss as a result. Our animals, horses and others have been caused damage by the loud vibrations. A study should be conducted to determine whether the health to humans and animals can be mitigated. A series of alternative routings and flight patterns should be provided and evaluated in light of these concerns. The impact of additional squadron runs over the Island should be studied. A study to determine actual flight activity over a significant period should be examined. Flight frequency and mitigation options are essential to preserve health standards. In addition the impact of adding additional squadron runs should be denied as it will result in accelerated noise levels and property damage beyond current levels. The spawning hatchling that once resided in our bay have receded due to an increase in noise from the flight patterns. Please determine the impact flights have on this essential eco- system. Bird life - owls and eagles have also receded as well as heron and similar wildlife. I expect this has had an impact on the fish population as they are all tied to the same eco-system, please determine how this can be mitigated. Over the past year noise beyond normal has shaken our home. I have replaced several roof shakes. Please determine whether the noise frequency can be mitigated to reduce destruction of property.

Lopez island, WA 98261-8026

December 30th, 2013 TO: EA-18G Growler EIS Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Attn: Code EV21/SS www.whidbeyeis.com FROM: (b)(6) Lopez Island, WA 98261 I have lived on Lopez Island, since 1997. I can hardly believe that the fly overs of the jets and Growlers from Whidbey Island Naval Station are totally necessary, nor are they good for the health and lives of those who live here, nor for the marine mammals in the surrounding area. There must be a different solution. Perhaps the planes could fly west instead of north over the island, 8 miles away. It is extremely troubling. I am also concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. In 2005, there were 7,682 flights out of OLF, according to Navy statistics, compared with 9,669 in 2012. In the first five months of 2013, there were 5,688 flights. "The house shudders when they fly over," said Robert Tank, a member of Citizens of the Ebey Reserve. He measured the noise level between 110 and 120 decibels. "You can't do anything when they are flying. You're locked out of using the phone, the television. You can't have a conversation. You can't have guests over." Many residents talk of sleeping with ear plugs to protect their hearing, and some have registered noise as high as 139 decibels. According to the National Institutes of Health, permanent hearing loss starts with exposure in the 110 to 115 decibel range.

AVERAGING NOISE We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). Real-time high noise events need to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not "low impact" – especially if it's occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience?

ENGINE RUN-UPS What would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects children who cannot sleep, and adults who need rest for work . Ear protection does not even begin to dampen the sound. One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ?

SAN JUAN COUNTY ECONOMY How will San Juan County's economy be affected by the proposed additions of jets? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, wildlife refuges and parks. They come for the beauty and the quiet not the noise of a war zone. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region.

AUSTRALIAN TRAINING The 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release needs to be included in the EIS. Adding these aircraft to the original 13 proposed

brings the total to be added to 25 EA-18G "Growlers". Impacts need to be based on 25 EA-18G 's not 13. CUMULATIVE IMPACTS STUDY The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's, which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas. Thank you for considering our problem. (b)(6)

(b)(6)

0354

Friday Harbor, WA 98250

The growler operations over these past few months have been very hard to live with. The noise, rumble, window shaking and panting, frightened dogs -- altogether just too hard to live with. AND NOW you're planning to further expand this with additional practice flights and even training Australian pilots with these noise factories right here at our doorstep. We are one of a few very peaceful islands, where the citizens live for that very reason and tourists come for respite from the noise of the cities. You can't wipe out what this community and other of the islands represent -- your growler noise is shattering and frequent and absolutely intolerable for the citizens of the San Juans. You must find another way -- another area that is less vulnerable to the destruction you are putting right at our front doors. I will write my congressman with my concerns and hope that you will turn this around and figure out something more realistic, less devastating.

(b)(6)

0355

Lopez Island, WA 98261

I live on the south end of Lopez Island at Mackaye Harbor. Late night flights from 10 to 12 PM often disrupt my sleep. The very loud roar of jet engines interrupt my concentration as a writer during the day. This intermittent unacceptable noise level produces a constant state of anxiety anticipating each day when it will start and then how long it will last. Please study the cumulative effects of loud jet engines on physical and psychological health.

(b)(6)

0356

Coupeville, WA 98239

I think the Outlying field should remain in operation Ault Field jets to practice their flights. Jets should be scheduled to fly to best work with the training needs of the pilot and to limit the noise levels of the community around the flight zone.

(b)(6)

0357

Nordland, WA 98358

I would like to see the EIS asap. I am very concerned that the increased flight activity and noise will have a negative impact on our environment and quality of life.

Randy Kline
P.O. Box 42650
Olympia, WA 98504-2650

0358

HARD COPY SENT 12/31/13 December 31, 2013 Naval Facilities Engineering Command Atlantic Attn: Code EV21/SS EA-18G EIS Project Manager 6506 Hampton Boulevard Norfolk, VA 23508 Dear Project Manager, These comments supplement those provided by the Washington State Parks and Recreation Commission in their letter dated December 30, 2013 (see attached). Please include the following on the list of state parks that have the highest potential to be impacted by airfield operations at Naval Air Station (NAS) Whidbey Island: • Anderson Lake State Park • Fort Flagler State Park • Fort Worden State Park • Old Fort Townsend State Park • Rothschild House Heritage Area Thank you for the opportunity to provide comment. If you have any questions I can be reached at 360.902.8632 or randy.kline@parks.wa.gov. Sincerely, Randy Kline, Environmental Program Manager Attachment: December 30, 2013 EIS scoping comment letter CC via email: Don Hoch, Director, Washington State Parks Jon Crimmins, Fort Casey State Park Daniel Farber, Policy & Governmental Affairs Ed Girard, SW Region Manager Jack Hartt, Deception Pass Area Manager Eric Watilo, NW Region Manager Jeff Wheeler, Cama Beach Area Manager Island County Commission Skagit County Commission Jefferson County Commission HARD COPY SENT 12/30/13 December 30, 2013 Naval Facilities Engineering Command Atlantic Attn: Code EV21/SS EA-18G EIS Project Manager 6506 Hampton Boulevard Norfolk, VA 23508 Dear Project Manager, Thank you for the opportunity to provide scoping comments on the Environmental Impact Statement (EIS) for EA -18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island. The Washington State Parks and Recreation Commission (State Parks) manages a diverse array of 117 camping and day-use parks throughout Washington State. State Parks appreciates the strong and positive relationship it has with the Navy. Historically, State Parks and the Navy have had productive partnerships including sharing services such as water and sewer provision for our respective facilities. State Parks thanks our military men and women for their service and the Navy for the sensitivity shown to the communities in which it operates. State Parks notes that the men and women of NAS Whidbey Island are frequent park users, often volunteer in our parks and, through purchase of the Discover Pass, contribute to the overall financing of our state park system. Like NAS Whidbey Island, state parks play an important economic role in our communities. It is estimated that in 2011 the six largest state parks in the 10th legislative district - Cama Beach State Park, Camano Island State Park, Deception Pass State Park, Fort Casey State Park, Fort Ebey State Park and South Whidbey State Park - contributed over \$50 million dollars to the local economy . The state parks listed below have the highest potential to be impacted by airfield operations at NAS Whidbey Island. These include: • Cama Beach State Park • Camano Island State Park • Deception Pass State Park • Dugualla State Park • Ebey's Landing State Park • Fort Casey State Park • Fort Ebey State Park • Joseph Whidbey State Park • South Whidbey State Park A large number of other state park areas are impacted to a lesser degree including South Whidbey Island, Skagit Valley, Marrowstone Island, and the San Juan Marine Area. State Parks has included a CD with Geographic Information System (GIS) shape files indicating the location of these parks for use in the analysis of potential impacts. Additionally, information related to the facilities and uses provided at each of these parks can be found on the State Park's website at <http://www.parks.wa.gov/>. State Parks

requests that the following potential impacts to recreation be addressed through the Draft EIS review process:

- Potential impact of noise and frequency of flight operations on the day-use and overnight recreating public camping in tents, trailers or RVs directly under or in close proximity to flight paths. During the busy summer use season, large parks such as Deception Pass State Park can have up to 2000 people sleeping in accommodations such as tents, trailers and RVs which are not designed to shield from the level of noise resulting from airfield operations;
- Potential impact of noise due to frequency and location of flight operations on park employees;
- The potential impact of single event noise levels (SEL) and Day/Night Average Sound Level (DNL) on the day-use, overnight recreating public camping in tents, trailers or RVs, and parks employees directly under or in close proximity to flight paths;
- The potential impact of noise and exhaust particles on endangered, threatened, and rare plant and animal species, habitats, and vegetation communities in Natural Forest Areas, Natural Area Reserves, and other significant State Park classified environments directly under or in close proximity to flight paths;
- The potential impact of particulates from exhaust and potential health effects on the recreating public and on long term residents such as park staff, including analysis of the potential for toxic materials that are above the threshold recommended for human health and safety to accumulate in the air and soil;
- Consideration of alternative flight paths for airfield operations. In the event that flight paths cannot be modified, consideration to modify the timing of flight operations to align with State Parks quiet hour restrictions which are from 10:00 pm to 6:30 am;
- Consideration of concentrating night flights in the winter when fewer members of the recreating public are using and camping in state parks;
- Consideration of sharing flight schedules so that state park visitors can be apprised of dates when heavy air traffic is anticipated. In the interest of providing solution-oriented feedback, State Parks respectfully requests that the Navy consider appointment of an intergovernmental impact assessment advisory committee to provide guidance on critical scoping questions. State Parks would be pleased to serve on such an ad hoc committee. Absent committee formation, State Parks is available for consultation on the details of any study efforts associated with the development of the DEIS. Thank you for the opportunity to provide comment. If you have any questions I can be reached at 360.902.8632 or randy.kline@parks.wa.gov. Sincerely, Randy Kline, Environmental Program Manager

Enclosure: CD of GIS shape files with Washington State Park locations and boundaries
CC via email: Don Hoch, Director, Washington State Parks
Jon Crimmins, Fort Casey State Park
Daniel Farber, Policy & Governmental Affairs
Jack Hartt, Deception Pass Area Manager
Eric Watilo, NW Region Manager
Jeff Wheeler, Cama Beach Area Manager
Island County Commission
Skagit County Commission

(b)(6)

0359

NASWI, WA 98278

I would like to see a review of the Accident Potential Zones at OLF Coupeville. Should they follow the same guidelines as those imposed on North Whidbey. (Full FCLP path designated as APZI)

(b)(6)

0360

Coupeville, WA 98239

As a new homeowner, I was aware of the flights but want to state that the noise level exposures set forth by the Navy are very misleading. On takeoff and touchdown, the actual noise levels are often twice what is stated on the grid - well above what is considered safe for human health. I understand that the Navy has a mission, but I believe OLF is outdated and incompatible with the well being of the surrounding population and the maintenance of the integrity of the National Reserve. As the population of the area expands and awareness of the importance of conservation of irreplaceable areas of our world becomes more evident, OLF will have to move to a more remote area. I believe the Navy will want have a strong alliance with the surrounding community, not continually be responding to complaints and being the center of controversy.

Coupeville, WA 98239

My husband and I attended the December 3rd Public Meeting in Coupeville. While it was advertised as a scoping meeting that was intended to gather public input, I left feeling that the Navy's goal was to help impress upon me why the expansion of the airfield operations was essential and to emphasize that there are no viable alternatives. While a few representatives were willing to engage in a dialogue that acknowledged that other perspectives are valid, my overall impression was that the representatives did not seem to be able to recognize the impact their actions and comments have on the community surrounding the field. For example, one representative (a Naval aviator) smiled when I explained how flights at 1 am impact my sleep schedule (my alarm is set for 4 am so I can commute to my job) and responded that "sometimes we go until 2 or 3 am". The last group of representatives we spoke to even brought up how necessary flight operations are in preparation for World War III! These were disappointing responses that lead me to question the ability of the Navy to provide a fair approach to this issue. In direct response to the request for comments to be used in scoping: I live in the Ledgewood Beach area. The Navy conducted 6000 Touch-and Go operations at the OLF in the first 5 months of 2013 before suspending operations. We suffered a seismic event, a landslide, on March 27th 2013. I believe the Touch-and Go operations at the OLF during the rainy months of early 2013 were a contributing factor in causing our landslide. As noted above, I get up at 4 am every morning and leave for work 5:15 a.m. In order to get the sleep I need, I go to bed around 9:00 p.m. Flight operations past 10:00 p.m. are a great hardship on me and my ability to perform in my high pressure job. I am submitting the following topics be included in the EIS Scope: **OVERALL SCOPE:** The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment. **GEOLOGIC IMPACT:** An examination of the possible impact of aircraft noise and ground vibrations on the various island slide areas including in the Ledgewood Beach community (additional information can be found on the Island County website referencing the March 27, 2013 Ledgewood Geologic Event, <http://www.islandcounty.net/publicworks/DEM/landslide.html>). **NOISE:** Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss." **HEALTH:** Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency. **SAFETY:** Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses. **ENVIRONMENT:** Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. **REAL ESTATE VALUES:** Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared

to increases in Langley, Freeland and Island County in general. ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas. (b)(6)

Coupeville, WA 98239

On December 3rd in Coupeville, Washington I attended the Dog and Pony show put on by the Navy under the guise of answering citizens' concerns while preparing an Environmental Impact Statement regarding flight operations at Naval Air Station Whidbey Island and the OLF. I say Dog and Pony show because the gist of the presentations put on by the various representatives of the Navy boiled down to 2 facts: 1. The Navy is increasing the number of aircraft and flight operations on Whidbey Island. 2. The OLF is "essential" to flight operations regardless of the environmental impact caused by the Growler jets. The fact that alternatives to the OLF were found and used for the last 6 months of 2013 was universally decried as "unsustainable" by the Navy's representatives. Regarding Noise Levels: Facts: Prowler engines: Maximum dry thrust of a non-afterburning Pratt and Whitney J52-P-408 turbojet engine is 11,200 lbf. Growler engines: Maximum thrust of a General Electric F414-GE-400 turbofan engine is 22,000 lbf at full afterburner and 14,000lbf dry thrust. It is absolutely absurd for the Navy's Representatives to even attempt to make the case that the noise generated by Growler jets doing touch-and-go cycles at the OLF is less than or equal to that of the Prowler jets. This blanket statement was made, with a straight face, by the Aircraft Noise booth representatives. Their so-called scientific assessment assessed level flight operations at cruise speeds when comparing the 2 aircraft, not touch-and-go operations. The Growlers are significantly louder during OLF touch-and-go operations and to attempt to make the case otherwise is not only disingenuous it is dishonest. I live in the Ledgewood Beach area. The Navy conducted 6000 Touch-and Go operations at the OLF in the first 5 months of 2013 before suspending operations. We suffered a seismic event, a landslide, on March 27th 2013. I believe the Touch-and Go operations at the OLF during the rainy months of early 2013 were a contributing factor in causing our landslide. My wife leaves for work at 5:15 am. We go to bed at 9:00 pm. Flight operations past 10:00 pm are a great hardship on us. I submit the following request for scope comments: OVERALL SCOPE: The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment. NOISE: Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss." HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency. SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses. ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. GEOLOGICAL IMPACT: An examination of the possibility impact of aircraft noise and ground vibrations on the various island slide areas including in the Ledgewood Beach community

(additional information can be found on the Island County website referencing the March 27, 2013 Ledgewood Geologic Event, <http://www.islandcounty.net/publicworks/DEM/landslide.html>). REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

Coupeville, WA 98239

I have interviewed several Navy pilots and was told that the planes are at the 500 to 600 foot level about 1 ½ miles from the end of the runway. At that point they begin a gradual descent to about 250 to 300 feet when they are about 4000 feet from the end of the runway which is exactly where our house is located. At that point they begin their rapid descent to the end of the runway at about 85% power. The planes fly directly over our home (we can see them in our sky lights) at the 250 to 300 foot level at almost full power. Our home meets all the requirements of a "taking" from which we should be protected from under the 5th Amendment. The Supreme Court ruled in two cases listed below that if the airplanes were flying over a property at less than 500 feet then in effect, the property had been automatically "taken" (like eminent domain). I have attached information on the two Supreme Court Cases, Branning vs. the U.S. and Causby vs. the U.S. where conditions were not as terrible as those at our home. The Causby case involved chickens which threw themselves against the sides of their coupes, killing themselves, at a noise level of 115 decibels. Because sound doubles with every 10 decibels, that means the 134+ noise level at our home is over 2 times louder. If we had chickens, they would definitely be dead. Our research has revealed that the extent of the jet noise far exceeds what the Supreme Court has ruled as a "taking." But, because of the suit by others here in Admirals Cove in 1997 when the court ruled there was an easement, there is no protection. I am attaching the results of the court case, Argent v US Legal, that established a military easement in the sky above my home in at that time. We have not planned a suit yet, but we appreciate the sympathy of the Supreme Court in these matters because there has been none shown by the County, the Navy, or any other elected official.

(b)(6)

0364

Greenbank, WA 98253

The USN is a valuable asset on Whidbey Island. We have been here since 1967 and have never been troubled by aircraft flying over, even when they were making practice shots on Lake Hancock. The COER people represent a minority and are really interested in taking over the OLF if it is ever surplus. I hope that doesn't happen for a long time! There's been enough land designated as "preserve" for wildlife and tree hugging.

(b)(6)

0365

Lopez Island, WA 98261

I am a resident of Lopez Island where I have lived for thirty years. I am very concerned about the huge increase in jet noise that we have been subjected to which is generated from the Navy jets at Whidbey Naval Air Station. With the advent of more EA18-6 coming the noise pollution will be even more extreme. The San Juan Islands has some of the most beautiful country in the world and the reason we have chosen to live here. Now, not only are we facing more noise pollution, but the possibility of fuel dumping and jet exhaust emissions which we know effects man and the environment. With the population ever increasing north of Seattle and into this beautiful area we implore you to take measures to rectify this impossible situation. Thank you.

Oak Harbor, WA 98277

This new mission to NASWI should not include the operations at the OLF in Coupeville. There is a local well organized vocal group trying to use this EIS to close this essential resource. 1. This mission and these aircraft and crews are not carrier based. They will not be task with the FCLP's like the carrier squadrons. 2. The Navy purchased 18 avigation easements over 27 parcels scattered around OLF Coupeville. Easements grant the Navy the right of passage in and through the airspace at various altitudes, depending up on the location of the parcel(s). The easements also offer the Navy some flexibility, for they give the Navy the right to cause in and through the airspace such noise as has been inherent in the operation of A-3D, A-6E, EA-6B, or follow-on aircraft of lesser or comparable noise level; These include parcels in what is now Ebey's Reserve. This was upheld in federal court in 1997 the last time the Admirals cove prairie people sued the NAVY. The trial court discredited all this evidence in favor of aircraft the Navy's affiant, Richard Melaas, who compared the noise produced by the EA-6B and the A-6 and found them both quieter than the A-3, which additionally, the Navy used at OLF Coupeville until 1970. Central whidbey does not like the EF18G, but is way less intrusive and not have the single aircraft sound levels of the good old A3D WHALE. Noise level reduction/sound attenuation controls and fair noise disclosure enacted by Island County encourage compatible land use in the airfields' environs. In my opinion these easements and the sound levels generated by FCLP's of the A3D WHALE should exclude the OLF operations from the EIS

(b)(6)

0367

Lopez, WA 98261

Hello, I have lived on Lopez for 25 years. We moved here with our two year old son. At age 5, he was diagnosed with a Wilm's tumor. This is a cancerous tumor of the kidney. Neither my husband or myself has any family history of such tumors. We have been lucky that our son survived. We know others in this community who are not so lucky. For the health of my family and our community, I am asking that: * The scoping process include a comprehensive epidemiological study of all tumors and cancers in the San Juan Islands, which shall determine what portion of the risk of tumors and cancers are attributable NAS activities including but not limited to the carcinogenic byproducts of combustion of jet fuel in the skies above our county and the expected increase in risk tumors and cancers under the proposed action at NAS. *The study should identify actions to reduce these risks to zero. If the effects cannot be mitigated, the proposed NAS action should not be approved. * For a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. There was no Navy Scoping Meeting in San Juan County and we have not had enough time to gather or evaluate information. Thank you, (b)(6) Lopez Island, WA

(b)(6)

0368

Lopez, WA 98261

Greetings, I have lived on Lopez for 25 years. In that time, I have lost three friends to the same 'rare' and 'uncommon' brain tumor. Each person had a different past and path to Lopez. Each individual had been on island at least 10 years. Each islander was diagnosed in mid life. Each medical event occurred in the time of NAS operations. Each friend left a family and community in grief from their passing. On behalf of my friends, their families and our community, I am asking that: * The scoping process include a comprehensive epidemiological study of all tumors and cancers in the San Juan Islands, which shall determine what portion of the risk of tumors and cancers are attributable NAS activities including but not limited to the carcinogenic byproducts of combustion of jet fuel in the skies above our county and the expected increase in risk tumors and cancers under the proposed action at NAS. *The study should identify actions to reduce these risks to zero. If the effects cannot be mitigated, the proposed NAS action should not be approved. * For a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. There was no Navy Scoping Meeting in San Juan County and we have not had enough time to gather or evaluate information. Thank you, (b)(6) Lopez Island, WA

(b)(6)

0369

Lopez, WA 98261

Happy New Year, I am writing to you as a long term island resident regarding the Growler Mission at Whidbey Navel base down sound of us. I have lived, worked and raised my family on Lopez for 25 years. In that time, I have noticed a few things. We have one of the highest incidences of breast cancer in the state. I work at our medical clinic on island and see a huge number of people struggling with cancers and an especially high number of them women with breast cancer. As you can imagine, this is a frightening thing to live or die with for the patient and a scary thing for family and friends to witness over and again in our small community. On behalf of my friends, their families and our community, I am asking that: * The scoping process include a comprehensive epidemiological study of all tumors and cancers in the San Juan Islands, which shall determine what portion of the risk of tumors and cancers are attributable NAS activities including but not limited to the carcinogenic byproducts of combustion of jet fuel in the skies above our county and the expected increase in risk tumors and cancers under the proposed action at NAS. *The study should identify actions to reduce these risks to zero. If the effects cannot be mitigated, the proposed NAS action should not be approved. * For a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. There was no Navy Scoping Meeting in San Juan County and we have not had enough time to gather or evaluate information. Thank you, (b)(6) Lopez Island, WA

(b)(6)

0370

Lopez Island, WA 98261

We have spent almost all of our vacations and holidays the past 40 years in the San Juan Islands. We love the islands for their beauty, peacefulness and tranquility. Upon retirement we built our home on Hunter Bay and are full time residents. We have become very distressed and anxious over the increased number and noise of the NAS jets flying over our home. The unbearable sound makes my heart beat faster as I worry about crashes into our house. Our pets cower down at the loud sound and head for downstairs. I am very concerned about our wildlife and the impact the very loud noise has on them, particularly our precious whales. Our islands are too special to disturb with this kind of constant noise. I am respectfully requesting that before you add more flights over the San Juan Islands you have a comprehensive analysis conducted on the impact of the increased noise levels on human and animal health. If need be, I would suggest you look to unpopulated areas for this kind of activity. Sincerely yours, (b)(6)

(b)(6)

0371

Lopez Island, WA 98261

I live on the south end of Lopez Island. We bought this property at a premium price a few years ago because of its calm and peaceful environment. Now noise from jets flying overhead is so loud that it interrupts normal conversation. If this program is expanded I fear that the value of my property will be seriously eroded as well as my own pleasure in living here. What are alternative flight paths that will not have such a negative impact on those of us who chose to live here for the peace and quiet?

(b)(6)

0372

Bellingham, WA 98229

Please add this to my previous scoping comments: -Noise effects on the endangered Marbled Murrelet population which is moving between the Strait of Juan De Fuca and nesting habitat to the east. -Impact of training flights on recreation and wildlife in the mountains around Darrington..I have had planes scare the hell out of me when I was up climbing in the Darrington area. -Analyze the amount and types of jet fuel pollution in the test flight area. -Analyze the increase in vehicle traffic on the roads from I-5 west to Whidbey. -Analyze modifications to the jets to decrease noise. When I am kayaking in the skagit delta and hear them, I feel like screaming. Alternatives should include providing a public schedule of the days which would have no flights, so the public could work around them.

Greenbank, WA 98253

December 31, 2013 From: (b)(6) Greenbank, WA (b)(6)
To: EA-18G Growler Project Manager, Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard Norfolk, VA 23508 Attn: Code EV21/SS Re: Environmental
Impact Statement for the EA-18G Growler Airfield Operations at NAS Whidbey Island As
requested by the Navy to help it focus its analysis in its proposed Environmental Impact
Statement, I offer the following: Necessity for an EIS; EIS vs EA: An Environmental
Impact Statement, not an Environmental Assessment, should have been prepared prior
to 2005, when the Navy began its creeping increase of flights and then its introduction of
Growler operations. The current proposed EIS should take this failure into account.
Please see discussion below on time frame benchmark. Time frame benchmark: The
Navy should be clear about what earlier time frame the EIS should use in measuring the
impact of proposed changes in noise, air quality, safety, etc. Some of the Navy's
literature suggests that the time frame benchmark should be 2013, or 2009, the time of
the last Environmental Assessment. Or will the Navy use some time in 2005, when it did
its prior EA? Published reports indicate that the OLF was originally built for use by
propeller aircraft in World War II, not for jet aircraft in Vietnam or the current wars in the
Middle East and South Asia. As stated above, it's not established that the 2005 EA was
appropriate, instead of an EIS. If an EIS should have been prepared for the changes the
Navy began in or before 2005, then the benchmark should be before 2005. Indeed, if the
Navy's traditional method of introducing additional aircraft and increasing numbers of
flights has lacked transparency and advance public notice, then the appropriate
benchmark time frame should be well before 2005. Noise: Common sense recoils from
the Navy's suggestion that there is no effective difference in noise produced by Growlers,
as opposed to Prowlers. All that's required to refute this supposed equivalency is to be
physically present around them, as much as several miles away, to experience the much
more pervasive, louder noise of the Growler. The Growler is obviously qualitatively
different, a whole new ballgame, and is intolerable in any other than the most sparsely
settled environments. The Navy should admit this and not muddy the water with specious
noise definitions that manipulate science and ignore common sense. Another attack on
common sense is to average noise over a 24 hour period. The issue here is damage to
the lives and economy in the areas around Ault Field and OLF. A series of flights of
Growlers in the middle of the night when people are trying to sleep, or at a crucial time in
the middle of the day, or in the morning, may last less than half an hour but can shatter
glass, as well as the health and well being of persons in the affected areas. Number of
flights vs. flight paths: These are different issues and should be kept separate, and each
should be fully analyzed. Alternatives to Ault Field and OLF: China Lake is a sensible
alternative location that is much more sparsely settled than Whidbey and is already used
for extremely loud activities such as target practice with live ordinance. Temporary
deployments from Whidbey or elsewhere to China Lake for initial carrier training could be
carried out with minimal additional expense. Also, as one of the most sophisticated war
fighting organizations of the 21st century, the Navy must have highly sophisticated
simulators that are available for initial carrier training as an alternative to OLF. Security:
What additional risks are there to Whidbey Island and the OLF neighborhood in particular
from DoD's concentrating all electronic warfare aircraft in one location instead of following

basic principals of tactical dispersion and locating the home bases of these aircraft in several different places around the US? Assumptions about impacts on life in Oak Harbor: Local and federal elected representatives have been falling over themselves trying to increase the Navy's presence on Whidbey Island with little or no regard for the consequences to its current residents other than for short term financial gain. This is understandable, because political motivations are also short term. But none of these advocates has bothered to do a serious long term economic analysis that includes long and short term costs of an increased Navy presence. People in Coupeville and environs may be speaking up against the environmental disaster around the OLF, but who will speak up for the people in Oak Harbor who, unlike those vocal and intimidating proponents of short term Defense dollars whatever the cost, are against the presence of Growlers in their neighborhood and who do and will suffer health issues similar to those of the residents around OLF? Indeed, who will speak up for the Navy enlisted airmen who have to work on and be around the deadly noise of Growlers, no matter where they are located? The pressures on senior Naval personnel to use this aircraft will only allow them to consider the health of enlisted men as a secondary matter.

(b)(6)

0374

Lopez Island, WA 98261

Please extend the Scoping Process regarding noise and pollution from air craft flying over the San Juan Islands for the 60 days requested. The noise is intolerable as it is and the thought of adding more planes makes it worse. Dumping into the air and waters of this beautiful place is not acceptable.

(b)(6)

0375

Friday Harbor, WA 98250

Please consider the noise and pollution impacts of Growler training activities to the San Juan Islands. Overflights are deafening and disturbing. I encourage you to consider locating these training activities in a less populated and less environmentally sensitive area. Thank you.

Coupeville, WA 98239

Dear Sirs or Madames: Time marches on, people. It is time to close the outdated and unsafe OutLying Field in Coupeville to the use of EA-18 Growlers. These aircraft fly too fast, and too loud and too often to be around a geographical area that has been allowed to increase in population more than 7000% since the time the OLF was opened in the 1940's. The scope of your Environmental Impact Study should include every aspect of the true potential and real dangers to anything living within the boundaries of the flight path of the EA-18 G. Particularly this should include real time testing of the noise generated by these aircraft during all closed loop patterns flown below 1000 feet. This should include frequency modulation levels and the effects of the vibrations produced as well... on all structures, geological formations, and all living things, human and non-human within ten nautical miles of these closed loop patterns. The study should also take into account the effects of bringing even more military and non military personnel into this environment with regard to the costs of police, fire, education, property values, and damage to the historically sensitive areas involved. The EA-18 growler produces noise levels far exceeding safe standards for the personnel who fly and maintain these aircraft. An honest assessment of the financial cost to the American people for mitigation of hearing loss must be included in your study. An honest assessment of the overall impact of these operations on the public perception of the United States Navy should also be part of your study. While the navy has generally been held in relatively high regard in this area in past years, that perception is rapidly changing to a perception of deceit and deception regarding the supposed desire by the Navy to be a 'good neighbor'. An honest assessment of the navy's working relationship with local governments must be made public. The days of collusion must stop. Do all of us a favor. Close the OLF to training flights, sell it, or give it to the National Park Service so that they can add the property to Ebey's Landing National Historical Reserve and make it a part of the Nation's Cultural Landscape.... thereby glorifying its presence here rather than having it create such a cultural rift. Do it now. Respectfully submitted January 1, 2014 (b)(6) Coupeville, Washington

(b)(6)

0377

Oak Harbor, WA 98038

I think it is becoming clearer to concerned parties that the Growler's really don't belong in the Puget Sound area. I would ask the Navy to explore alternative sites for the Growlers, and create a new mission for NASWI--meaning, merely, that there may be other, quieter equipment or planes that could be stationed at NASWI that would be more compatible w the environment and w people comfort.

(b)(6)

0378

Lopez island, WA 98261

I live on Lopez Island and receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. AVERAGING NOISE We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). I request that the EIS studies Real-time high noise events and how they affect the health of the communities subjected to them. The study would consider the time of day that the noise is occurring and would use actual measurements - not computer generated and averaged numbers. Three to four hours of 90+ noise is not “low impact” – especially if it’s occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience?

(b)(6)

0379

Lopez island, WA 98261

I live on Lopez Island. The noise from maintenance run-ups on the tarmac at Ault is extreme and can happen for many hours during the day and into the night. In some ways it is more disruptive than flyovers. Right now with the existing aircraft at Ault field the noise is deafening. I am certain if the military were not exempt from the 1972 Noise law - this noise would not be legal. ENGINE RUN-UPS With the addition of 2 squadrons plus the 12 Australian EA-18G's - what would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects sleep, creates stress, and makes regular conversation difficult. Ear protection does not even begin to dampen the sound which literally vibrates the body. One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. What would the navy do to protect the surrounding communities from this invasive noise which lowers our property values and makes our homes unlivable?

Oak Harbor, WA 98277

My wife and I purchased our NE Whidbey Island property more than 30 years ago, built a house 20 years ago and became full time residents in 2010. We have always understood NAS Whidbey has a long time pre-existing presence and is major employer on the Island. Neither factor is a direct benefit or reason for our living here. We also understand that we do not fully understand naval tactics other than to appreciate a carrier landing is extremely difficult, especially in rolling seas and our pilots need to practice to both acquire and maintain the highest level of skill and be combat ready at all times. Our concern with the status quo and with the proposed additions are primarily environmental related; specifically noise, air, soil and water contamination risks and whether the Navy is taking adequate steps to minimize the impacts on the community. It is recognized that some noise in or around a Naval Air Base is necessary. The question remains, is this best the Navy can offer? Are noise levels established within NEPA standards, fairly and accurately monitored by independent parties and remedial action(s) taken when they are violated? Is the Navy giving adequate consideration to noise abatement alternatives such as increased use of simulators and employing hush kit technology where full thrust performance is unnecessary for some training exercises? Are pilots adequately instructed that flying over their house or other unauthorized areas of the Island is neither an entitlement nor being a good member of the community? Are they adequately reprimanded when they do deviate for other than safety issues? As an outdoorsman in the area, there are times around Gallery Golf Course and at the State Park when there is strong presence of partially spent jet fuel in the air. Generally, there are sufficient breezes on the west side of the Island to minimize this impact. My question relates to whether the Navy has standards of air quality in and around the base and do they independently monitor and curtail operations when these conditions are exceeded? As for soil and water contamination, are they following NEPA standards, being independently monitored and are remedial actions are taken when a spill occurs or through normal operations, the standards are exceeded? We realize that it may be possible that the Navy is doing everything possible to remedy all of the above concerns and the problem is the community just doesn't appreciate the efforts you are taking, the challenges you are facing and this could be partially remedied through education and better marketing. On the other hand, you are proposing to increase the fleet and traffic and presumably exasperate the above concerns. Wouldn't it be preferable to show the community that you can be a good neighbor by not only proving you are cognizant of these concerns, but also can measure and show by independent verification that you have actually decreased the effects of your presence through better management and mitigation? Thank you,

(b)(6)

0381

Lopez Island, WA 98261

The noise emanating from the Whidbey Naval Air Station has become intolerable. I moved to Lopez Island 30 years ago and the noise level then was a completely different story. This is one of the most beautiful places in the world with a very fragile eco system and this noise level is simply not acceptable for the health of the area. We can no longer enjoy sitting on our deck to look at the water and the surroundings. Our family and guests complain of the noise, and the word is spreading as to how unpleasant it is. We have a business on the island and rent spaces to retail outlets. ALL of our tenants have expressed concerns that the after the noisy summer we had last year, tourism will begin to decline and their lively hoods will disappear, as well as ours. Please extend the deadline for comments so that more people will have a chance to be heard.

Oak Harbor, WA 98277

Tell the Navy to extend the comment period for 60 days, and hold scoping meetings in omitted communities! Regional communities have been left out of the Growler EIS scoping process. These include Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago (LOPEZ, Shaw, Orcas, ALLEN island) . The comment period ends January 3rd, 2014. Port Townsend and Lopez island have just requested that the scoping period be extended. It is also imperative that scoping meetings be held in these significantly affected areas. Your support in asking the Navy to extend the scoping comment period, and hold meetings for these people would be appreciated. You can do so by entering your comments on the Navy website Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF All of the following concerns should be addressed in the EA-18G"Growler" EIS! SCOPE: The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment. NOISE: Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss." HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization: The U.S. Department of Transportation; and The U.S. Environmental Protection Agency. SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses. ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. AL1"ERNAHVHS "[U ULJi: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas. CIC Comments Suggested Comments for Environmental Impact Statement Meetings. The Govt. should address the concerns mentioned below for the EA- 18 G Growler Operations at N.A.S. Whidbey Island. NOISE: Noise levels well above what is considered safe. Averaging noise events is not an accurate measure of events that citizens live with. We know our families are subject to serious hearing loss, major learning problems for children, as well as numerous other health issues. HEALTH: Studies document the health risks associated with living & working or schooling under jet noise. They include hearing loss, high blood pressure, "and cardiac problems. The same issues harm pets, wildlife & livestock. These studies include those by The World Health Org. ,U.S. Dept. of Transportation, The U.S. Environmental Protection Agency and O.S.H.A. SAFETY: The significant increase in plane traffic at NASWI cannot help but put citizens at a higher level of danger. Our

airspace can only safely contain so many flights in a given day. Environment: Naval Air Station Whidbey Island sits directly in line with Deception Pass Park visited by 2 million people per year. This represents a significant influx of Recreational & tourist \$\$\$ into the local economy, yet visitors are met with a strong warning that their camp visit may be ruined by loud jet noise with no warning. We now see the visible difference in air quality over the base & we know this change is another health issue for all our futures. This unique area deserves the utmost in due diligence to protect it. REAL ESTATE VALUES: As the increased air traffic ramps upward and upward and with increasing public awareness we see a negative impact on our property values. As many people look to retirement the value of our property is a significant resource for our future care. This spiral downward will only continue. OPTIONS: Less populated areas should be considered for Touch & Go type of flying required for training. This would make it safer for everyone including Navy families living under the planes. Yakima is an option with airfields and facilities to accommodate staff. It is less than ten minutes to eastern WA. & these planes all ready use this area regularly. Certainly, we should be able to find a way to protect our tax paying citizens here on Whidbey Island. YOUR COMMENTS: Noise: actual test real time high noise events, no averaging. REAL STUDIES with real planes and real pilots. No computer generated noise study Curb flying until studies (EIS) are completed. Baseline from Zero, flying on ground, make trainees fly elsewhere. Why does manufacture of planes use us to train pilots? Engine run up's in hush house. If NO hush house, then NO planes. Depress local market: The failure of local government to true and fully disclose to new buyer noise and APZ zones. According to the navy Oak harbor gets 25% use of water from wells and with increasing approx. 1% per year. Navy requirements for water burden aquifer in this area with can only lead to hire water cost and limit growth to north Whidbey. Low level attack aircraft should not fly over family homes for health and safety, pollution and noise are huge issues due to the high concentration of pollutants Train at (HAMMER) Yakima for Touch and GO's, FCLP's. Impacts of fuel dumping pollution on our farms gardens and all native species of migratory birds/ fish (trumpeter swans, salmon, whales.) DO NOT FLYOVER: Houses, parks, hospitals, schools, farms during growing and harvesting seasons, with no warning. These citizens cannot prepare and utilize protection necessary for safety. Questions could raise concerns: Our farms and the workers who have to be under this noise and air pollution. Add children's greater susceptibility to noise and pollution. WISHA: Regarding high noise areas, employer's are responsible for hearing loss that occurs from the flying of the EA18-G. There is not hearing protection available to offset the noise. What is the military going to do to protect employers and their employees? Suggested Comments for Environmental Impact Statement NOISE : Noise levels well above what is considered safe. Averaging noise events Is not an accurate measure of what citizens live with. We know our Families are subject to serious hearing loss, Major learning problems for children As well as numerous health issues. HEALTH: Studies document the health risks associated with living & working or schooling under jet noise. may include hearing loss, high blood Pressure, cardiac problems. The same issues harm pets, wildlife & livestock. "These studies include those by the World health Organization, Dept. Of Transportation The U.S. Environmental Protection Agency O.S.B.A, SAFETY: The significant increase in plane traffic NASWI cannot help but put citizens at a higher level of danger. Our airspace can only safely contain so many flights in a given day. ENVIRONMENTAL: Naval Air Station Whidbey Island sits directly next door to the most visited State! Park in Washington 2 million people per year. This Represents a significant influx of recreational & tourist \$\$\$ into the

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Oak Harbor , WA 98277

Regional communities have been left out of the Growler EIS scoping meeting process Please extend the comment period for 60 days and hold meetings in Omitted communities listed below! Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago (Lopez, Orcas, Shaw, and San Juan.) Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss." Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas. Examine the effects of flight operations on the valuable recreational, tourist, agricultural and wildlife uses in, Parks on Whidbey, National and State of; environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. Impacts of new wells and Water rights on water table in watershed surrounding golf course. Impacts on the visitor experience of being excluded from 21 miles of shoreline surrounded by state and national park units. Impacts of runoff from large areas of impervious surface into wetlands and aquatic environment. Impacts of electromagnetic disturbance from antenna farms, radar installations, etc. on human and animal health. Off-site impacts of low flying jets (noise) fuel dumping, exhaust pollution) in remote areas of the Cascades and eastern Washington on humans and animals. Impacts of jet noise, fuel dumping, and exhaust pollution in the San Juan islands. Noise: actual test real time high noise events, no averaging. REAL STUDIES with real planes and real pilots. No computer generated noise study Curb flying until studies (EIS) are completed. Baseline from Zero, flying on ground, make trainees fly elsewhere. According to the navy Oak harbor gets 25% use of water from wells and with increasing approx. 1% per year. Navy requirements for water burden aquifer in this area with can only need hire water cost and limit growth to North Whidbey. DO NOT FLYOVER: Houses, parks, hospitals, schools, farms during growing and harvesting seasons, with no warning. These citizens cannot prepare and utilize protection necessary for safety. Questions could raise concerns: Our farms and the workers who have to be under this noise and air pollution. Add children's greater susceptibility to noise and pollution. WISHA: Regarding high noise areas, employer's are responsible for hearing loss that occurs from the flying of the EA18-G. There is not hearing protection available to offset the noise. What is the military going to do to protect employers and their employees? Impacts of fuel dumping pollution on our farms gardens and all native species of migratory birds/ fish (trumpeter swans, salmon, whales.) Train at (HAMMER) Yakima/China Lake for Touch and GO's, FCLP's.

(b)(6)

0384

Lopez Island, WA 98261

I would like to express a specific concern that I wish addressed in the EIS process, and that is the effect of the noise of the jets, especially the ramping up and down of noise while flying overhead, on the nesting behavior of raptors here on Lopez Island, specifically bald eagles, which are beginning their nesting activities now.

(b)(6)

0385

Lopez Island, WA 98261

Commander, Whidbey Island NAS Dear Sir: My waterfront home is on the east side of Lopez Island next to Spencer Spit State Park, and it is subject to the noise generated by Whidbey Island NAS. As a disabled veteran, I fully understand the necessity for our country to be vigilant, and that freedom is not free. However, I also understand that the military should be a good citizen as well, and I find the unreasonable amount of noise generated by Whidbey Island NAS damaging to the environment and frankly obnoxious and ill-timed. I believe residents and the military can peacefully co-exist, but presently there is no forum for meaningful discussion or rapprochement. If you continue to escalate the noise, you will destroy the peaceful enjoyment of the San Juan Islands. Again, I do not question the right of the military to train, as long as the military can be respectful neighbors. Right now, Whidbey Island NAS is acting like cowboys in my opinion, answerable to no authority. This needs to change.

(b)(6)

0386

Lopez Island, WA 98261

I have a lovely vacation rental property that looks out to the Strait of Juan de Fuca. Guests during the last year have asked (and complained) about the loud jet noise over the island. Please include a comprehensive study of the impacts of the escalating overflights of Growler jets on tourism to this world class destination. The south end of Lopez Island has pristine National Monuments. Disruptive overflight of EA-18 Growler jets is not compatible with peaceful wooded and shore land walks. PLEASE EXTEND THE COMMENT PERIOD BY 60 DAYS. Thank you.

Anacortes, WA 98221

I am writing to express my strong objections to the proposed growler flights at NAS Whidbey. I have lived in the N. Whidbey/S. Fidalgo area for 22 years. Jets have flown all of that time, but were bearable---if occasionally annoying. However, the noise pollution caused by the growler jets is beyond endurable. I am seriously thinking of moving because of them. It is like living in a war zone. My entire house vibrates, windows rattle, etc. It is the most noxious noise I have ever been exposed to. I am the daughter of a career Air Force pilot, and grew up in the military. It is not that I don't understand (and appreciate) the role of the military in our country---or am unpatriotic in any way. But the quality of life, and health of ordinary citizens is important too. I am also a licensed, Ph.D. level psychologist---trained at the University of Washington. I have spent several hours doing a review of pertinent research on the negative effects of chronic aircraft noise. I would be happy to provide this information in more detail. There are documented findings regarding increased stress levels, increased risk of heart disease and stroke, impaired cognitive learning and test performance, and impaired memory as a result of exposure to chronic aircraft noise (at lower decibels than those provided by growler aircraft). I have also recently become aware of two literature reviews done by Serrano, Karr, Beaullet and Bowman

<http://www.scribd.com/doc/187836305/Chronic-Aircraft-Exposure-a-PH-Issue11-23-13KB>
A-PESHU This issue has become a painful and divisive factor in our community. It is about noise pollution---not patriotism or economic stability. And finally, this is proposed in one of the most beautiful parts of our country --please, please don't ruin it. Protect these freedoms, too.

(b)(6)

0388

Huntington Beach, CA 92648

I just retired from teaching tis past late June and spent my first 2 months at our waterfront home on Lopez Island, my dream come true. It turned into a nightmare due to the new jet noises. Amazingly loud!!! My home continued to vibrate and even when doors and windows closed,intensely loud and frightening!!! Serious inner ear problems occurred. My sweet dog was a wreck every time the intense motor noise happened.(many times both day and night)Noise problems even late into the night. I am sure it has also affected the nesting eagles on our property and other wildlife!!! I am offended that u are doing this without any thoughts of the people on the islands. We live near Spencer Spit which also holds vacationers from all over the world. My husband was an Officer in the military and words can't describe how upset we both are. You are ruining one of the most peaceful, magical respites there are in our U.S. !! Please problem solve. I kept waking up late at night to our house shaking as if an earthquake was happening. Please rethink. We are in the process of permanently living there. President Obama just brought great attention to the islands this summer. Does he know about this problem??? Thank you. (b)(6)

(b)(6)

/Lopez Island

(b)(6)

0389

Lopez Island, WA 98261

Guests to our vacation rental, friends and family visit Lopez Island for fulfilling experiences in nature, one of which is whale watching. There were frequent sightings in years past, but that is now rare. Please address the effect of aircraft noise on the resident Orca and Gray whales and the impact of the noise on the Whale watching industry. PLEASE EXTEND THE EIS COMMENT PERIOD BY 60 DAYS! Many who have wanted to respond have been too preoccupied with the holidays to do so. Thank you.

(b)(6)

0390

Lopez Island, WA 98261

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(b)(6)

0391

Lopez Island, WA 98261

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Mount Vernon, WA 98273

The EIS should evaluate the direct, indirect and cumulative impacts of increasing the number of EA-18G Growlers at NAS Whidbey Island on human health, recreation, and quality of life issues in Skagit, San Juan and Island Counties. Point 1: Noise studies should include actual ground-based data and, in western Skagit County, should be sampled aft of the aircraft as they are approaching NASWI for landing. I live on the North Fork of the Skagit River, directly under the flight path for aircraft landing at NASWI. On most days, this is a very quiet, rural area. We have a big garden and appreciate the abundance of the Skagit farmlands. We enjoy the thousands of migratory birds who spend the winter in the delta. And we take advantage of the fishing and boating opportunities that abound in this area. But when the Growlers are flying, all of that is spoiled. If I'm outside, the aircraft noise is unbearable. My heart races, my blood pressure rises, and I feel like I'm being assaulted. I work from home and if the jets are flying while I'm working, I have to set aside my work because I can't hear phone conversations or concentrate on writing projects. If it's the evening hours, we can't carry on a conversation or listen to the television. Last month, we experienced one evening when the jets flew low overhead every two to three minutes for three and one-half hours! It was terrible. If it's bedtime, we can't sleep due to the noise and resulting stress. In June 2013 we experienced more than a month of nightly "air raids" that would invariably begin just as we were getting ready for bed around 10 pm and last for two to three hours. The stress associated with aircraft noise is further aggravated by the unpredictability – we never know when they will be flying or how long it will last. I have read previous reports related to the EA-18G and other aircraft at NASWI and attended a recent scoping meeting. In all cases, the discussion of noise impact is based on computer modeling which does not match our experience of the actual, real noise associated with these aircraft on their approach to NASWI. The reports include maps indicating that we live on the edge of the 65 dB DNL Noise Contours. But there is every reason to believe, based on our experience and unofficial testing, that these planes are generating 95 to 105 dB when flying over our house. The reports suggest that the Growlers are similar in noise level to the Prowlers that they are replacing. But the Growlers make a deeper rumbling noise on approach that one feels as much as hears – an experience corroborated by the pilot that I spoke to at the scoping meeting. Also, those reports haven't taken into account that we often experience two or more aircraft flying together which also increases the noise. So while the reports state that the impact of Growler noise may be considered similar or less overall, it is most definitely not less in our neighborhood. Point 2: Socioeconomic analysis should address the impact of increasing the population in the Oak Harbor area roughly 10% by adding nearly 3,000 people (860 additional personnel and 2,150 family members). I believe particular attention should be brought to the issue of traffic congestion as the only access from Oak Harbor to businesses, services, employment, and transportation routes on the mainland is via the narrow two-lane bridge at Deception Pass. There are no immediately apparent options for easing congestion in this area which not only includes all of the traffic from Whidbey Island going to the mainland, but also the tourists who stop to walk across the bridge, enjoying the magnificent views to the east and west. In addition, Highway 20 is the only north-south thoroughfare on Whidbey Island and runs right through the center of the Oak Harbor. Continued growth will surely

lead to ever more traffic congestion. Point 3: Consideration should also be given to the cumulative impact of increasing flight operations at NASWI on the character and quality of recreational experiences in Washington's highly-prized San Juan Islands and Skagit Valley farmlands, not to mention the state's most popular state park at Deception Pass and the National Historic Reserve at Ebey's Landing. Obviously, the report must address the immediate impact that the increased volume of flights at the Outlying Field near Coupeville has had and will have on central Whidbey Island residents, visitors and businesses. But I believe the current EIS should also take a broader view of the region as these scenic areas are all impacted by the proposed increase in the number of planes and volume of flights at NASWI and are recreationally and economically important tourist attractions. Point 4: The EIS should examine the feasibility of mitigating noise impact by modifying the planes or limiting the timing and duration of training exercises. Commercial aircraft and airports have had to make adjustments over the years but similar accommodations have not been required of military facilities. Perhaps with more attention to the issue, steps could be taken that would not adversely impact the preparation or safety of our pilots. Without a mandate or even a recommendation, it seems unlikely that any effort will be made to take mitigating action. Point 5: The EIS should also discuss the potential for additional growth at NASWI and how the proposed action to increase the number of EA-18G Growlers is just one of many current and foreseeable steps to developing NASWI as a more significant base for naval air operations on the West Coast and in the Pacific region. The cumulative impact analysis must address our concerns in the full context of NASWI current and future operations. Thank you for the opportunity to submit comments.

Lopez, WA 98261

****Impacts of additional jets on ecosystems, plants and wildlife in the Salish Sea**** My family and I have lived and worked part time in coastal Washington and the San Juan Islands for 34 years. I hold a PhD in ecology, specializing in research and education about the environmental impacts of human activities around the world and how we can all live secure, healthy and abundant lives. The additional jet noise and jet pollution associated with addition of 39 additional Growler EA-18G's at the Whidbey Island Naval Air Station and their impact on local communities and the environment may have significant, adverse impacts on land-based and marine-based wildlife and plants. Thus, I request that this EIS include analyses to answer the following questions related to jet noise and fuel pollution on the environment: 1. What are the effects of increase jet noise and jet fuel pollution on wildlife and plant morbidity and mortality? 2. What are the effects of increase jet noise on wildlife behavior and how do these changes in behavior affect different species ability to forage, breed and remain healthy? 3. What are the effects of jet fuel pollution on marine and land-based animal wildlife and plants? I regularly smell jet fuel in the air within 20 miles of the naval base. This means that jet fuel is being inhaled and ingested by wildlife in this region. 4. What are the effects of all of the above changes on the economy of the region, particularly the economic livelihoods of people in natural resource-based industries? My neighbors run a kayaking business and regularly avoid taking clients on days when there is jet overflights, because clients complain about the flights. This adversely affects my neighbors income. 5. What are the effects and legal aspects of jet noise and fuel pollution over the protected areas of the San Juan Islands, especially the new San Juan National Monument? 6. What will be the cumulative effects of the increased jet noise and jet fuel pollution, the proposed coal terminal, other marine noises and pollution, and the stress of climate change on marine-based and land-based animals and animal community dynamics? 7. The EIS should be expanded to include the cumulative impacts of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. This means that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas. How should these be measured? The impacts of jet noise and jet fuel pollution, for example, should be monitored as follows: 1. Monitoring should begin immediately; 2. Monitoring should be conducted by a neutral, third-party organization with no ties of any kind to any of the entities that involved with the Navy, its contractors or others who benefit from naval operations on Whidbey Island in the past, present, or contracted for the future; 3. Monitoring should measure cumulative impacts of all jet related activities within 20 miles of any flight, plus any land-based operations; 4. Monitoring should measure noise, pollution and other jet-related activities (like construction, transportation, etc) on the health of people, plant species, animal species and larger ecosystems; 5. Monitoring should measure health impacts on people, plant species, animal species and larger ecosystems over time, e.g. after 5 years, 10 years, 20 years, 40 years, etc. 6. Monitoring should measure effects on vulnerable human, plant and animal populations, e.g., the very young, the very elderly, those with compromised lung functions or immune systems, pregnant women, rare and sensitive species and ecosystems, etc. 7. Monitoring should

quantify the impacts. It is possible that these impacts can be mitigated by setting up a very large fund to pay for the loss of life and production and pollution. This depends on being bold enough to assign a dollar value to quality and quantity of human life and that of other species, which is difficult, in my view. If this cannot be done, then the no-expansion option should be selected.

Lopez, WA 98261

I request that the EIS on the addition of 39 additional Growler EA-18G's at the Whidbey Island Naval Air Station study the short-term and long-term human physical and mental health effects on people and other species living in the Salish Sea, including the populations associated with the San Juan Islands, who are exposed to the following effects of naval jet flyovers. I base these effects on my personal observations of what happens when naval jets fly over Lopez Island:

- Instantaneous hearing damage occurred at our home on south Lopez, unbeknownst to us, when we measured 115dB on our A-weighted decibel meter. A-weighting likely under-estimates this reading by 7-8 dB, so the actual dB was likely above 120dB.
- We suspect we are suffering long-term hearing damage on days when we regularly measure 70-90dB on our meter, occurring throughout the day. Exposure at these levels is cumulative and we are accumulating many hours above these levels. These measures (like we measured on 30 Dec 2013 at 88 dB) are likely 7-8 dB too low because low frequency components. This is likely the cause of my increasing and debilitating tinnitus.
- We have been occasionally terrified by instantaneous bursts of very loud sound, as jets turn over Lopez Island. These result in high levels of stress and other effects, like those listed at the end of this letter.
- Longer, low levels of sounds on day-long multiple sorties causes the following:
 - o Vibration of our house, regularly, all day long and into the night, from low frequency sounds
 - o Lower work productivity because of constant low and high frequency sound that interrupts the deep concentration that my work requires
 - o Lower productivity of outdoor work because I constantly have to cover my ears and often need to retreat inside
 - o Jet noise means I cannot properly protect my family because I cannot hear them as well as previously
 - o Jet noise lowers my quality of life in many, many ways
 - o Jet noise disturbs my sleep
- I regularly smell jet fuel in the air over Lopez Island when naval jets fly over our home. This means that my family and I are inhaling this effluent directly and ingesting it through food from our garden and orchards. Please study all likely impacts of this pollution on human and environmental health.
- Please study the cumulative impacts of increasing jet noise, the potential building of the coal terminal, and new and increasing marine noise, and the addition of jet fuel to increased marine fuel effluent and its effects on our marine and land-based environments.
- Please also address these effects as well:
 - o Cardiological effects (heart disease, heart attacks)
 - o Respiratory effects
 - o Lower quality of life, sense of vitality
 - o Stress and stress hormones
 - o Hyper tension
 - o Tinnitus and hearing loss
 - o Gastrointestinal disturbances
 - o Migraines
 - o Immune system response
 - o Chronic physio-psychological stress
 - o Sleep loss and immune system, increased effects of toxic substances
 - o Learning impairment
 - o Cant hear on the phone
 - o Blood pressure, anxiety
 - o Post traumatic stress disorder, ptsd
 - o Memory and memory recall
 - o Annoyance

It is possible that these impacts can be mitigated by setting up a very large fund to pay for the loss of life and production and pollution. This depends on being bold enough to assign a dollar value to quality and quantity of human life and that of other species, which is difficult, in my view. If this cannot be done, then the no-expansion option should be selected.

(b)(6)

0395

Coupeville, WA 98239

I have lived in the flight pattern over 17 years. It did not become unbearable until the Growlers started flying. Plus the other planes didn't fly more than one at a time whereas the Growlers do. I shouldn't have to wear earmuffs just to walk my dogs. My father is retired Air Force while living almost 17 years on Air Force bases I have never experienced as much noise as I have with the flying of the Growlers. Isn't there some type of mufflers that can be installed to suppress some of the noise? Couldn't they fly every other night rather than 2 nights in a row, so those of us who can't sleep the nights they fly can get at least one night sleep in between? Why do they have to fly on evenings when it's warm and we need to have our windows open? I don't want the Navy to go away I just want them to be more considerate of the people and families who live in the OLF Flight zone. Thank you!

Lopez, WA 98261

During the EIS process, please consider alternative options for monitoring and reducing the impacts of jets at the Whidbey Island Naval Air Station: 1. Establishment of a fund for third-party monitoring of noise, including low frequency noise, in all areas where aircraft cause sound (longer than 1 sec) above 60db. These assessments should include long-term monitoring of the effects of that noise on the mental and physical health of humans and other species known to be sensitive to noise (marine mammals, birds, fish, land mammals, livestock). 2. Annual review and presentation of these findings to the public and a detailed discussion, as needed, of ways the Navy and the public can join together to mitigate the costs of noise. 3. A strategic, step-by-step approach to reduce the noise, vibration, and fuel disposal over land and water caused by the additional jets 4. Clear assessment of the number of sorties needed to attain different definitive levels of Navy preparedness, so that the public knows the benefits and costs of different numbers of jets using the Naval base 5. A ban on all night flights 6. Steeper ascents and descents to reduce the size of the sound envelope. 7. A recognition that the current method of averaging out noise does not, in itself, give an accurate picture of the way people hear aircraft noise. 8. 'C' weighted noise measurements to be taken alongside 'A' weighting to accurately reflect the high levels of low-frequency noise contained in jet noise; 9. The protection of existing quiet spaces in the Salish Sea, especially over the limited land and sea protected for marine and land-based wildlife

Lopez, WA 98261

During the EIS scoping study, please study the effects of jet noise and pollution on property values in the San Juan Islands. We are increasingly being asked how we can live on Lopez Island with the increased jet noise. This means the population of people willing to live on Lopez is smaller and it is getting smaller and smaller over time, as the jet noise increases. Our expectation, with increases in technology, is that the jet noise should be decreasing rapidly over time rather than increasing. It is possible that these impacts can be mitigated by setting up a very large fund to pay for the loss of property values in the region. If this cannot be done, then the no-expansion option should be selected.

anacortes, WA 98221

The noise data methodology should include multiple continuous community measurement technique with observed flight activity logs. This technique was used by Fidalgo Islanders for Sound Environment and it showed significant adverse environmental and health impacts. The frequency and loudness of maximum noise events generated during flight activities should actually be measured in homes, schools, and hospitals in the EIS study area. The EIS should address the issue of community residents experiencing the frustration of a sense of loss of control during military jet flying. The effect of low level and loud military jet noise on children in the affected communities should be included. Critical affected areas, such as OLF Coupeville, Dugualla Bay Farms and residences, Shelter Bay residences, Deception Pass State Park and surrounding residences, should be included in the noise measurements, documenting frequency and maximum intensity during flights. The Navy land holdings are small compared to the residential, business, and industrial sites surrounding it. There is significant risk of an eventual disastrous accident; ie, over March Point refineries. The Navy should abandon its accident zones on community property and eliminate the risk to the public by either purchasing the property at risk or stopping flight operations over those areas. The EIS must include an alternative that would remove flights from populated areas to remote areas such as Quillayute, Moses Lake, or other facilities located in relatively sparsely populated areas

(b)(6)

Seattle, WA 98112

0399

For the past 13 years we have owned a house at (b)(6), Lopez Island on Mud Bay. I recently retired and spend more time on Lopez. My concerns/requests are that any increased noise from the current operations and noise from future additional aircraft be completely mitigated. Our windows vibrate, china rattles and we need to cease conversations when a jet is in the area. The impact of the noise on water fowl, abundant on Mud Bay, needs to be studied and mitigated. Lopez is in the recently declared National Monument area and it's environment is irreplaceable. The Navy should strive to sustain this treasure and not further deteriorate it.

(b)(6)

0400

EASTSOUND, WA 98245

The noise generated by the increase in plane traffic is very objectionable, even on Orcas, and very much negatively effects our quality of life . The constant rumble , even in the night, puts nerves on edge and adds tension to our lives . Further, bringing 12 (?) planes from Australia to train here will tremendously add to the noise and pollution. Let them train in their own largely empty country, or better yet send our planes there too.

(b)(6)

0401

Lopez, WA 98261

The noise from the Widbey Island jets is most unnerving and has increased my stress and well being. My animals cry and try to hide when the planes roar over our house.why do they rev up over the water and shore line of Lopez???

(b)(6)

0402

Camano Is., WA 98282

We live under the flight path for the Growlers and it does not bother me. It gives me the feeling of security to know that our naval pilots are practicing and getting trained to do their job. I would be sad if they left to realize all the jobs that would be lost as well.

(b)(6)

0403

Camano Island, WA 98282

We need to support the Navy on Whidbey Island allowing them to continue the use of the training field. Without question all of need to support our military and defenses. A few people should not be allowed to shut down the Navy training facility.

Lopez Island, WA 98261

As a resident who lives on the south end of Lopez Island, we are directly and frequently impacted by the noise from Navy Whidbey operations. Yet due to the particular manner for measuring noise impact and because we are not an adjacent community, the impact caused to us is underrepresented in the general review process. The entire process was not adequately disclosed to the Lopez community. Scoping meetings were not held on island. And the scoping meetings that were held were Navy PR rather than any actual discussion regarding the impacts. Navy personnel, while polite, did not record questions nor concerns. These were not 'scoping' meetings by any definition. The Navy's operations can be conducted in a manner that allows for their required practice and also allows for neighbors not to be subjected to undue impact. There are manners and flight patterns by which the planes can be operated which could have less impact on Lopez Island. These alternatives, including relocating operations to a rural base area, should be considered in the EIS. Simply flying at a higher elevation, making maneuvers out in the Pacific or over the middle of the Straits, not flying low with landing gear down such that engines must be rev'ed high - all these measures could lessen the noise impact to us. Approximately 7 to 10 times per week the jet noise is so loud you cannot carry on a conversation inside our home even with all the doors and windows shut. If you are outside at these times, you want to return inside as the noise hurts one's ears, and ear protection we used when operating chain saws or other such equipment comes in handy! The noise also causes rattling of the windows in our house. At times the noise is not as loud but continues for hours without little relief. And at times this noise happens while we are attempting to sleep. Noise impact (type, frequency, duration) must be considered in the EIS as it is impacting us and potentially may have a health impact on us. While the average noise level throughout the year shows we are impacted, what is more important is the frequency of noise levels dangerous to health and the length of these sessions. When that is reviewed, then a more accurate impact will be shown. We are also concerned with the potential for jet fuel dumps in our area. This can damage the food in our garden and the water we drink as we are on a catchment system. Furthermore, the recently designated San Juan Islands National Monument has several large sites on the south end of Lopez. The recreational, ecological and scientific values of these lands need to be considered when reviewing the noise impacts. The economic value to our community from tourism must also be considered in the EIS. Visitors come to the San Juans to enjoy the natural beauty of the islands. The experience is greatly changed when the jet noise happens so frequently and is so loud. And the property value diminution for lands subjected to the Navy jet noise also needs to be considered. I am not asking that the Navy Whidbey base be closed but that operations be conducted there with respect to neighboring communities health and lives. The current methodology and approach are not adequate to ensure this will happen. The EIS needs to be more broad in both its scope and geographic area. Thank you, (b)(6)

Coupeville, WA 98239

Before we purchased property on central Whidbey 10 years ago we did our due diligence regarding the USN flying in the vicinity of the OLF including discussions with the Navy Community Liaison Officer and observed the noise levels at various locations in the area when the OLF was in use. Only EA6B Prowlers were flying at the time although the F-18 Growler and Wild Weasel aircraft were scheduled to be stationed at WNAS. The prediction from the Naval Community Relations Officer was that the noise spectrum, intensity, duration and footprint would be less with the F18's than the EA6B. At the time I was skeptical that the F-100 engines in the F18 would have a lower intensity than the 1960 technology sub sonic engines in the EA6B. Since the F18 have been flying at the OLF there have been many occasions on the same day when it has been possible to subjectively compare the noise characteristics of the two aircraft. We live on the eastern boundary of Ledgewood Beach on the extended centerline of the OLF runway approximately 1500 ft from the shoreline. For us, subjectively the F18 noise is more intense particularly when the pilots do their "initial" right overhead compared to out over the water at a heading to the landing runway more comparable to a carrier situation. Subjectively the F18 noise level contours around the aircraft flight path appear to be steeper and more clearly delineated. Aircraft flying a tight pattern (to the north) at OLF appear less intrusive than those flying a larger pattern although I recognize that your operational procedure for deploying drag devices and increasing thrust in the pattern prior to final approach could make a significant difference to the perceived noise. Although aircraft flying patterns to a landing to the south are generally not of significant concern – yes of course we are aware of them, but the intensity, spectrum and duration profile of the noise is tolerable, unlike patterns to a north landing which are extremely distressing. It is not difficult to believe the F-18 noise pressure and frequency profiles are significant enough to achieve resonance with, and break, large windows in specific circumstances. They most certainly prevent summertime sleeping because opening a window on a hot summer night is virtually impossible, while conversation comes to a complete standstill even with the windows closed throughout touch-and-go operations at the OLF. At my home location while outside, the F-18 noise levels are more than capable of leaving my ears ringing, and causing my wife to have to remove her hearing aids and go inside the house to escape the high intensity noise. This is an unacceptable distressing situation, particularly during periods of high flight activity. I would be very surprised if the noise contours shown in the present Island County Noise Map represents our experiences with F-18 flights. The increase in noise has been compounded by the increased frequency of the flights as has occurred during early 2013. The addition of two more squadrons of F-18 aircraft to WNAS is of significant concern. Overall the frequency of F-18 flights in 2013 and clear pressure for flight frequency increases in 2014 and later involving the OLF is not what I signed up to when I bought this property and signed the existing noise declaration, which now appears non representative of the present (and likely future) situation. There are a number of actions that can be taken to better understand and minimize the noise in the flight paths around the OLF. These include: 1. Develop actual measured values of noise intensity, spectrum and duration contours representative of the actual operational procedures that are flown in the OLF environment by the F-18 aircraft. 2. Create Noise Abatement operational procedures to minimize noise

in the Ledgewood Beach area. e.g. is it really necessary to throttle up over Ledgewood Beach during the "Initial"? Is it necessary to overfly the houses in Ledgewood Beach at a high throttle setting? As an area resident I would like to see an EIS report that has objective data and a noise mitigation plan that convinces me that the USN is making a good faith effort to be a considerate neighbor and doing everything possible to minimize the noise and flight frequency problems. As a long time civilian pilot and flight instructor I recognize the need for rigorous, realistic, military flight training that simulation cannot provide - but not at the expense of my family's health. We have long been supporters of the need for Navy flying at the OLF, but the present and potential future situation without the Navy's willingness to mitigate the problem eliminates that support.

(b)(6)

0406

Camano Island, WA 98282

We love the Navy and we love the Growlers. A few Coupeville residents do not have the right to decide the economic future of Island County.

(b)(6)

0407

Mercer Island, WA 98040

I have property on Lopez Island and am concerned about the environmental and noise impact of the proposed addition of Growler aircraft squadrons to the Whidby Island Base. The noise from aircraft has become invasive and I can't help but worry about the impact of exhaust and fuel on the environment including marine mammals, water and agriculture and humans. Increased aircraft will have a negative effect on day to day life for citizens and on the environment.

(b)(6)

0408

Freeland, WA 98249

We need to train our troops and this location has served us well for seven decades.

(b)(6)

0409

Camano Island, WA 98282

I support the EIS for EA-18G Growler Airfield Operations at NAS Whidbey Island. This is necessary for our country's defense.

(b)(6)

0410

Freeland, WA 98249

I am updating my comments to an email I sent in a few minutes ago. My update includes Ault Field in Oak Harbor. I support the Navy 100% in continuing its operations at Ault Field and Coupeville OLF in Washington. The Navy was there first. The people who are complaining about the noise of the jets moved into the area AFTER the Navy was using Ault Field and Coupeville OLF. If the noise is a detriment to their life style, they can move somewhere else. The Navy has full right to continue to use Ault Field and Coupeville OLF as they deem fit.

(b)(6)

0411

Langley, WA 98260

I wish to express my support for Whidbey NAS, the personnel who work there and the economic benefits they bring to Whidbey. I have watched two videos of Navy pilots landing on an aircraft carrier at night, in bad weather, with the landing zone pitching and rolling. I am in awe of the skills, concentration and courage required to do that and I do not want any Navy personnel to have their OLF training program compromised or curtailed. People who knowingly purchase houses in the vicinity of touch and go fields should expect there to be noise. Real estate disclosure rules are there for a reason.

(b)(6)

freeland, WA 98249

0412

I support continued EA-18G "Growler" and other USN Flight Operations at Outlying Field Coupeville, WA for the following reasons: 1. National Defense & Security 2. Use of a facility which has been used for 3/4 century. 3. Flight Operations are only conducted for a very short percentage of each month. 4. Cost of transit (flying to another suitable airfield) is very costly to the taxpayer. 5. Short drive from NAS Whidbey Island to Coupeville OLF for Maintenance & Support Personnel for Flight Operations.

(b)(6)

0413

Freeland, WA 98249

I have lived in earshot of NAS Whidbey flight ops twice, back in the 80s up in Anacortes and for the past 6 years on Whidbey Island in Freeland. I find the flight noise of both EA-6 and EA-18G to be indistinguishable in most instances and QUITE INSPIRING at all times!! As the sign says "pardon the noise it is the sound of freedom" and my guess is over 90% of the citizens on Whidbey support NAS ops and want you to know it. Don't cave in to this bunch of loons...fight knowing the people on this island support you!

Hillsborough, CA 94010

This letter is being submitted in response to request for community input for the Environmental Impact Statement (EIS) to be prepared by the Navy for the EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island Ault Field and Outlanding Field Coupeville. I understand that the purpose of soliciting community input is to consider what factors to study and analyze during the EIS process. The Navy presents the output of NOISEMAP computer modeling as an objective and accurate predictor of the actual noise impact on the surrounding communities (1,2). In fact, the computer model makes simplifying assumptions about complex atmospheric conditions that significantly influence the propagation of sound from Navy aircraft. First, the NOISEMAP model does not account for the influence of either wind or vertical temperature gradients in the atmosphere. These factors can affect the distant perception of sound by up to 20 dB (3). Second, in the recent 2012 Environmental Assessment, even the simplified atmospheric parameters that are incorporated in the NOISEMAP computer model (temperature, atmospheric pressure, relative humidity) (4) were not populated with available regional monthly atmospheric data. Instead, NOISEMAP modeling was done with a single set of unrepresentative "average" atmospheric data values (5). Calculations based on these "average" atmospheric values underestimate actual sound propagation, relative to those based on regional monthly atmospheric data (6), for 8 of 12 months of the year, and by 7-10% for the overall year. Thirdly, available evidence indicates that the default NOISEMAP model calculates the efficiency of sound propagation at only a single frequency (1000 Hz) (4). The low-frequency jet rumble noted to be objectionable by many community residents has most of its sound energy at frequencies below 200 Hz, as low as 25 Hz. Air absorbs sound at these lower frequencies from 5 to 300 times more weakly than at 1000 Hz (7). This means that low frequency jet rumble noise will be heard over a much wider area than the Navy's computer models predict. The many simplifying computer model assumptions, and the failure to use available local atmospheric data have resulted in noise predictions that mathematically underestimate the propagation of sound from Navy aircraft. Supporting this conclusion are actual aircraft sound measurements made in the region of OLF Coupeville. These measurements of actual aircraft noise show that the noise levels predicted by the Navy's computer models underestimate by at least 6-8 dB DNL the noise impact on the community (8). The fact that previous use of NOISEMAP modeling has not accurately predicted actual community noise impact should be addressed in the upcoming EIS. A comprehensive noise study based only on computer models is very likely to be misleading, and should be supplemented by and compared to actual environmental noise data. These data should be collected at different times of day and throughout the year, under a wide range of representative atmospheric conditions, sampling an unbiased, representative range of aircraft flight paths and activities. The noise associated with afterburner use should be specifically assessed and described in the report. If actual noise measurements are found to differ significantly from the computer model predictions, then decisions based on EIS data should be based on actual noise measurements. These suggestions are made with the hope that both the Navy and the surrounding community will be able to accurately understand and discuss the likely impact of the proposed changes in flight operations at Ault Field and OLF

Coupeville. (1) "Environmental Assessment for the Expeditionary Transition of EA-6B Prowler Squadrons to EA-18G Growler at Naval Air Station Whidbey Island at Oak Harbor, Washington Final," p. 1-13 and 1-14, (October, 2012). (2) Patrick Chester and Joseph Czech, "Aircraft Noise Study for Naval Air Station Whidbey Island and Outlanding Field Coupeville, Washington," Wyle WR 10-22, Appendix C Noise Report, p. 6, in "Environmental Assessment for the Expeditionary Transition of EA-6B Prowler Squadrons to EA-18G Growler at Naval Air Station Whidbey Island at Oak Harbor, Washington Final," (October, 2012). (3) Barry Truax, editor, "Handbook for Acoustic Ecology, Second Edition," http://www.sfu.ca/sonic-studio/handbook/Sound_Propagation.html Chapter 10, (accessed Dec. 29, 2013). (4) Fred Wasmer and Fiona Maunsell, "BaseOps 7.358 User's Guide," Wasmer Consulting, 2013, p. 87-89, <http://wasmerconsulting.com/baseops.htm> (accessed Dec. 31, 2013). (5) Chester and Czech, Wyle WR 10-22, Appendix C Noise Report, p. 12. (6) Environment Canada, <http://victoria.weatherstats.ca/charts/> and <http://vancouver.weatherstats.ca/charts/> (accessed Dec. 29, 2013). (7) Nathan Burnside, "Atmospheric Attenuation of Sound," MatLab equations, <http://www.mathworks.com/matlabcentral/fileexchange/6000-atmospheric-attenuation-of-sound/content/atmAtten.m> (accessed Jan. 1, 2014). (8) Jerry G. Lilly, "Whidbey Island Military Jet Noise Measurements," JGL Acoustics, Inc., Table 4, June 10, 2013, <http://citizensofebaysreserve.com/References/Files/JGL%20Noise%20Report.pdf> (accessed Dec. 28, 2013).

(b)(6)

0415

Langley, WA 98260

No! No! We do not want the outlying airfield closed. The sound of freedom is to important to us to limit Navy flight training. No one is is endangered or hurt by their operations.

(b)(6)

0416

Camano Island, WA 98282

"THAT'S THE SOUND OF FREEDOM" as my husband says, an ex-navy man. Yes, I hear the noise, sometimes at night and sometimes during the day. Do I like the noise? No. But the first line says it all. Sometimes we have to tolerate things that annoy us. Go in and turn music on or the TV. They have to train some where, some time. Be glad they are able and willing. Stop complaining over an inconvenience. They are training to put their life on the line for us, so please, those who do not like it, find that perfect place to move to, but when you do get there, then it will no longer be perfect. I am sure you will find something new to complain about, or maybe the neighbors will complain about you. Instead, learn to say "Thank you" to our troops. I hate seeing them go in harms way! Let's send the useless politicians in DC.

(b)(6)

0417

Langly, WA 98260

Please do not close or restrict training flights at the Coupeville outlying airfield. When used the noise is extremely limited. Those who bought homes nearby knew what it was when they moved there. Now they are pushing to close it. Don't do it.

(b)(6)

0418

Langley, WA 98260

I support the Navy completely. I regularly would go to the olf to see the jets. My husband was a Navy Airdale and I still find it hard to believe that there are people that ignorant about the safety and security of our country. The Navy was on Whidbey Island long before many of these residents. Pilots need training & most of us want this. They knew where they purchasing. It is not necessary to say anything more than keep the Navy on the Island and practice,practice,practice. Thank you.

(b)(6)

Clinton, WA 98236

0419

I have lived on whidbey island since 1963 both in Clinton and Oak Harbor. I support the Navy and their instillation at OLF. The people who are against the OLF are NIMBYs after the fact.

(b)(6)

0420

Coupeville, WA 98239

If the Navy did not have use of the OLF and tried to get it approved would it have any chance at all? No, none due to environmental, health, and safety issues. Right or wrong the area surrounding the OLF has grown too large for the use of the field. The noise due in good part to the number of landings and the F18s is intolerable. It might be acceptable if the landings were limited to no more than 2500 per year. Also, we purchased our home in 1996 direct from the seller and did not sign the noise notification form.

(b)(6)

Freeland, WA 98249

0421

It is imperative that these Navy pilots have all of the necessary facilities needed for training. This site is perfect.

(b)(6)

0422

Hot Springs Village, AR 71909

I support NAS Whidbey and the EA-18 Growler. My question is, Who was there first - NAS Whidbey or those whiners who bought cheap property around the outlying field used for Field Carrier Landings and now are complaining about the noise?

(b)(6)

0423

Langley, WA 98260

If the anti-navy group didn't want the OLF activity, they should not have moved here. This is the price of freedom, and the price of economic health on Whidbey Island. Keep the OLF activity for the general welfare of all.

(b)(6)

0424

Lopez, WA 98261

To NAS Whidbey, I am deeply concerned about the potential increase in noise levels that would occur from the proposed Growler program. I have lived on Lopez island for the last twenty four years and have witnessed a gradual increase in Navy jet over flights and the accompanying increase in noise levels during that time. I have two small children and find it difficult at times to get them to sleep when navy jets are thundering over head at all hours of the night. I understand the need to train pilots for the defense of our country. I also believe that it can be done in a way that is less intrusive to the civilians living in the surrounding areas to the base. What effects will the increased noise levels of more over flights of the purportedly louder Growler aircraft have on the civilians living near NAS Whidbey? I would like to have this question studied in the scoping process for the EIS of this new Growler program.

(b)(6)

0425

Bonita, CA 91908

We need to keep the facilities available and in use for the good of this Country' defnese and ability to have training for everyone needed in support of our defense forces. The economics for the area is self evident by common sense when you look at the total situation.

(b)(6)

0426

Freeland, WA 98249

I am honored and proud to have our Navy fly any aircraft, at any time. They fly to protect us and they serve our country with honor. It truly is the sound freedom. Those opposing are another example of mamby-pamby whiners who just want their way.

(b)(6)

0427

Langley, WA 98260

I have been an Island County resident for 34 years and would like to go on record that I totally support the Navy's presence on the island. I have recently visited the NAS and was very impressed by the size and level of activity of the base. It makes absolutely no sense to move an operation of this size and complexity to a different location just because of a few disgruntled residents, most -if not all- of whom moved to the island after the OLF had already been established 70 years ago. I have attended quite a few island county commissioners' meetings this past year and it was mostly one and the same gentleman who complained about the noise over and over again. In my opinion it is inconceivable that a small number of people inconvenienced by occasional noise should be given preference over the devastating economic consequences to a large number of island county residents who would lose their jobs and businesses if the Navy would be forced to move the base elsewhere. Moving the base would cost taxpayers millions of dollars which we as a nation can ill afford to satisfy a few people's nose objections. Personally I am grateful for the navy's presence on the island and the Navy's contributions to our national security and safety and I believe we should do all we can to accommodate the Navy and their training requirements.

(b)(6)

0428

Clinton, WA 98236

Our family has lived on the south end of Whidbey Island (Island County) for 32+ years. We have always been proud supporters of NAS Whidbey. We were disappointed when the sign "Pardon Our Noise It Is The Sound of Freedom" was removed. Practice touch and go landings at OLF certainly are essential for the pilots that serve to protect our nation and its freedom. Residents in the north end of the island are notified prior to purchase of the existence of OLF and its purpose. NAS Whidbey is a strategic location for the safety and protection of our nation. I totally support the EA-18G Growler Airfield Operations.

(b)(6)

Langley, WA 98260

0429

I strongly support the Navy use of the landing and takeoff field in Coupeville for their training.

(b)(6)

0430

Langley, WA 98260

1. As a long time resident of Whidbey Island I strongly support the Whidbey Island Naval Air Station. Whidbey NAS is an important part of the Whidbey Island culture, employment and economy. 2. As an American citizen I believe that the Whidbey NAS is vital to our national security. 3. As a taxpayer I want our military budget to stay within reasonable limits. 4. No matter where a military air base is located there will be a small (and usually vocal) minority that objects to the presence. Such is the case on Whidbey Island. 5. To shut down the Whidbey NAS because of a small vocal minority would be tragic from the enormous cost to move the base, the dramatic effect it would have on the local economy and from weakening our national security. 6. I urge you to keep the Whidbey NAS intact and use the OLF as required by the Navy.

(b)(6)

Freeland, WA 98249

0431

Don't listen to a few nutbags! We want you here, and here you will stay

(b)(6)

0432

Clinton, WA 98236

The defense of our country is far more important than the inconvenience of a few residents. Whidbey Naval Air Station is a strategic military base for the west coast and the Pacific Rim. We have lived on the island since 1981 and are proud to be home to this base. For recent residents the OLF Field was grandfathered over 70 years ago. If you are a new resident and was misled by your real estate agent go complained to them!

(b)(6)

0433

Clinton, WA 98236

The defense of our country is far more important than the inconvenience of a few residents. Whidbey Naval Air Station is a strategic military base for the west coast and the Pacific Rim. We have lived on the island since 1981 and are proud to be home to this base. For recent residents the OLF Field was grandfathered over 70 years ago. If you are a new resident and was misled by your real estate agent go complained to them!

(b)(6)

0434

Oak Harbor, WA 98277

I hate to think that the DOD would consider abandoning WNAS. However, flight operations/training could be relocated to an OLF at remote DOE- Hanford a secure site 360-+miles SE.

(b)(6)

0435

Langley, WA 98260-8300

...oh, for goodness sakes, don't pack your bags and run away from Centrral Whidbey, just because a handful of bellyachers are making a public stink! They'll complain, no matter what you do; but, we will all complain very loudly if you simply "cut and run." That's cowardice. You're brave fighting men and women: stand up! You know it's the right thing to do...

(b)(6)

0436

Langley, WA 98260-8300

...oh, for goodness sakes, don't pack your bags and run away from Centrral Whidbey, just because a handful of bellyachers are making a public stink! They'll complain, no matter what you do; but, we will all complain very loudly if you simply "cut and run." That's cowardice. You're brave fighting men and women: stand up! You know it's the right thing to do...

(b)(6)

0437

Langley, WA 98260-8300

...oh, for goodness sakes, don't pack your bags and run away from Centrral Whidbey, just because a handful of bellyachers are making a public stink! They'll complain, no matter what you do; but, we will all complain very loudly if you simply "cut and run." That's cowardice. You're brave fighting men and women: stand up! You know it's the right thing to do...

(b)(6)

0438

Langley, WA 98260-8300

...oh, for goodness sakes, don't pack your bags and run away from Centrral Whidbey, just because a handful of bellyachers are making a public stink! They'll complain, no matter what you do; but, we will all complain very loudly if you simply "cut and run." That's cowardice. You're brave fighting men and women: stand up! You know it's the right thing to do...

(b)(6)

0439

Coupeville, WA 98239

To us, our national security is extremely important. In the Northwest, the military bases here, and Boeing being here, and all the people, we need protection from foreign invasion from the sea. We need to have both the NAS Whidbey and OLF near Coupeville to keep our aviators safe. A few spoiled-brat radicals who do not appreciate what it takes to have peace or the sacrifices that the military have to make for our safety, should NOT be listened to to our disadvantage. The majority of Whidbey Island and surrounding communities believe in the Navy being here, and want them here. Our voices, as the majority, don't normally get raised as loudly as a "few squeaky wheels" , but at this time, we need to be heard loudly. The economic impact to the residents of Island County, Skagit County, and Snohomish County will be devastating, but our bigger concern is that the protection to our areas will be gone. Please consider our views as farmers and 162-year residency of the Engle families of Whidbey Island. Thank you

(b)(6)

0440

Clinton, WA 98236

I am very pro military and am very proud that my county has the honor of having the Naval Air presence. The airfield has been in operation for 70 years and now you have a handful of activists anti military wanting to close down OLF. NAS Whidbey is too important to Island county financially it is the life line of the county. Don't let a few backed by Moveon.org anti military decide the life line for a whole county...NAS Whidbey plays a major role in our national defense and want to keep it in Island County.

(b)(6)

0441

Langley, WA 98260

I support the Growlers, and activity at the Coupeville base. We are friends to our military, their families, and their operations and look forward to their being a part of our community for many, many years to come.

(b)(6)

0442

Freeland, WA 98249

Whether the realtor disclosed that there would be noise associated with the OLF which has, after all, been there for many decades, it couldn't have come as a surprise. I would think the very responsible thing to do when considering a home that is on the receiving end of some noise, would have been to check it out. And, certainly to realize that the amount of noise had already escalated over the years and would be likely to do so again. I've read a very imprudent statement by someone who said that the Navy might threaten to leave Whidbey if this very specialized training facility is lost to their pilots. It is inconceivable to consider that we would remotely risk that possibility and assume they just jesting! The Navy is by far the largest employer and economic asset on Whidbey!!! Take a moment and consider Whidbey if the Navy were to pull out. Got it? On the other hand, this is such a desirable base for the Navy, that they are considering bringing in another squadron. More jobs, taxes, revenue for the businesses of Whidbey! Besides, if the Navy feels this is the best place to train, I'm proud to live here. I feel amazingly patriotic just watching the pilots training at OLF~~on the VERY FEW OCCASIONS WHEN I ACTUALLY LUCK OUT AND AM DRIVING BY as they are practicing. I always stop to watch. I would imagine, of the hundreds of times I've driven past the OLF, it would be way less that 1% of the time that I've ever encountered them practicing. It would also mean that when living nearby, those people are certainly not subject to continuous noise. Yep, as someone said, GO NAVY!

(b)(6)

Clinton, WA 98236

0443

I am totally in favor of the exercises at the OLF in Coupeville.

(b)(6)

clinton, WA 98236

0444

We support the Growlers and the Navy Base on Whidbey Island. We are full time residents and have been for more than 25 years. One of the reasons we live here is because of the navy base. We support our troops. Thank you for your consideration.

(b)(6)

clinton, WA 98236

0445

We support the Growlers and the Navy Base on Whidbey Island. We are full time residents and have been for more than 25 years. One of the reasons we live here is because of the navy base. We support our troops. Thank you for your consideration.

(b)(6)

0446

Mount Vernon, WA 98274

My husband is retired 30yr Capt. We are moving to Anacortes this month and rely on NAS Whidbey for many of our contractual benefits of Navy retirement. To close this base that is critical to national security on the whim of a minority would be insane (IMO).

(b)(6)

0447

Mount Vernon, WA 98274

I am a retired Captain with 30 years service. Moved to this area and specifically next month to Anacortes to be close to NAS Whidbey services guaranteed in my retirement benefits. I also wholeheartedly support the training there that is essential to our national security. Keep this base active. Thank you.

(b)(6)

0448

Freeland, WA 98249

I fully support NAS Whidbey in regards to OLF as do the vast majority of people living on Whidbey. Those complaining bought their homes knowing full well of OLF's existence. The few should not dictate the will of the majority.

Camano Island, WA 98282

Please keep the Navy base on Whidbey Island. The island's local economy would be devastated if the navy leaves and I'm sure it would not help our military preparedness. I believe there is a vocal minority that is against the navy base operation but the majority of the people are in support. Thank you.

(b)(6)

0450

Seattle, WA 98109

The problem should be addressed no differently than any other land use conflict involving noise generated by aircraft over residential housing. The EIS should provide empirical evidence and history of the level of the noise, levels in db, maps of the flight paths, specific addresses of affected property owners, surveys of each affected property owner, appraisals of land values with and without the aircraft noise. I am a land use attorney practicing throughout Wa State; I am also a retired US Navy Captain with three decades experience in surface warfare. We have represented many citizens on Whidbey Island and recently succeeded in amicably settling four (4) Island County Superior Court Cases plus one (1) Division COA case wherein we represented citizens in opposition to government entities. We understand the politics of Island County and the issues relating to the Naval Air Station. Give us a call, we'd be pleased to offer our services.

(b)(6)

0451

Camano Island, WA 98282

First, PUT MY NAME UP FRONT. Take these draft dodging Un-American sons of bitches out in the ocean for some swimming lessons and to work as fish food. I hold an Air Line Transport Pilot's rating and night flying training is essential. If these morons can't be made fish food then just kick the Traitors in the ass and send them back to Seattle and Californicate where they will find other morons like themselves. (b)(6)

Oak Harbor, WA 98277

I am a retired Naval Aviator (the original Navy pilot who flight tested the EA-6B Prowler at Patuxent River and then was ordered to NAS Whidbey to help stand up the first fleet Prowler squadron, VAQ-132) living under the flight pattern for runway 25 at Nas Whibey and President of the above listed organization. When I built my original home in 1971 and later purchased another one in the same subdivision in 2004, in which to retire, I was well aware that we were in the noise zone, just as 99+% of the people who complain about noise or low flying aircraft. The noise did not cause any physical, mental or emotional harm to my children or my wife and I, or to anyone else we know! We appreciated the saying on billboard which used to grace the corner of Ault Field Road and Highway 20 "Pardon our noise...it's the sound of freedom!" (FYI, I find the Growlers to be less noisy than the Prowlers in the landing pattern around our community.) The Oak Harbor community has always been extremely supportive of the Navy and the base...There doesn't exist a Naval Air Station or Naval Base in the world which enjoys greater support from the community than NAS Whidbey...and that is as true today, as it was when we arrived in 1970. We have been the "silent majority", realizing that the slight inconveniences we might experience occasionally when aircraft pass close by are miniscule compared to the benefits to the flight crews. (There is a handful of people who are very vocal about wanting the base/OLF to close down because they fail to recognize (or should I say, REFUSE to recognize?) that these squadrons and their personnel are the reason we Americans can continue to enjoy our freedom to "life, liberty and the pursuit of happiness". While they generally acknowledge that practicing "touch and go"s (including FCLPs) is necessary to train and keep pilots proficient in landing aboard ship, they demand that it be done somewhere else so it won't bother them. They have no knowledge or consideration for the logistics involved. The Navy personnel stationed here are the major contributors to the local economy, and the proposed addition of more Growlers translates to more jobs which will improve the economy even more. The opponents, primarily the C.O.E.R. group, continue to make unsupportable charges such as the noise is especially detrimental to the health of children, livestock and wildlife. If that were so, how did my children and so many others grow up without health issues. I have a close friend who raises shire draft horses on a farm under the OLF flight pattern, and she (and the horses) have no problems with the Prowlers or Growlers when they FCLP there. The same is true of farmers' livestock near the approach end of runway 25 at NASWI! The C.O.E.R. inference that the Growlers' (and Prowlers") flight ops around the OLF should stop because it is detrimental to Ebey's Landing National Historic Reserve is misguided, since OLF has been in use for decades before Ebey's Landing was designated as such. The bottom line is if the few complainers are so inconvenienced...harmed, even...they should buy and wear sound suppressors when flight ops are going on....OR move somewhere else! Bring on more Growlers!!!!

(b)(6)

freeland, WA 98249

0453

I do NOT wish in the strongest possible language available for the EA-18G Growler Airfield operations at NAS Whidbey island to be closed, we need to keep that airfield open in anyway possible for the well being of our island and her people!!!!!!

(b)(6)

0454

Clinton, WA 98236

Gentlemen: We have lived on Whidbey Island for 45 years--in all of this time when I tell people we live on Whidbey Island, I have yet to meet a single person that hasn't responded with words like this: "Oh, isn't that where the Navy Base is and all the planes---and training field?" It is well known that the Navy PRESENCE IS VERY PROMINENT ON WHIDBEY ISLAND---especially on the North End. I suggest the NAVY STAY AND THOSE WHO OBJECT TO THE NAVY MOVE BEYOND IT'S SOUND --AND PROTECTION!!! Sincerely, (b)(6)

(b)(6)

0455

Camano Island, WA 98282

I am outraged that a few anti-American persons would try to shut down NAS Whidbey. As an American Patriot with a family history of service from Valley Forge to the Persian Gulf I demand that NAS Whidbey remain and even expanded in the future. As a 2 tour Vietnam combat veteran, first as a Navy Hospital Corpsman with 2nd Bn/7th Marines and later as a Marine with 3rd Bn 9th Marines, I know what it is to serve my country and look death in the face in that commitment. If there are those that hate the "Sound of Freedom" let THEM move to another area or country that they love better! Semper Fi!!!

(b)(6)

0456

Freeland, WA 98249

The Navy needs this practice field. It is a source of pride for our Navy when I hear the jets practicing at the field in Coupeville, and I try to get there to watch and hear the planes. I was in the Naval Air Reserve at Sand Point in Seattle and worked on great planes such as the F-4U Corsair. The EPA and other environmental groups should get no vote on how the Navy defends our country!!

(b)(6)

0457

Camano Island, WA 98282

I am outraged that a few anti-American persons would try to shut down NAS Whidbey. As an American Patriot with a family history of service from Valley Forge to the Persian Gulf I demand that NAS Whidbey remain open and even expanded in the future. As a 2 tour Vietnam combat veteran, first as a Navy Hospital Corpsman with 2nd Bn/7th Marines and later as a Marine with 3rd Bn 9th Marines, I know what it is to serve my country and look death in the face in that commitment. If there are those that hate the "Sound of Freedom" let THEM move to another area or country that they love better! Semper Fi!!!

(b)(6)

0458

Langley, WA 98260

I feel that our Service men need all the practice they can get to get the correct way to do their job right. The complainers were aware of the problem when they moved , or built here. Why did they fail to take that into consideration before settling here. Would they rather hear enemy bombs ?How are these young men and women going to learn if they don't practice. [you can eliminate the following portion. I realize I am not living within an area that is awakened at night. Why are they?

(b)(6)

0459

Anacortes, WA 98221

When the weather is foul as it is this time of year, the jets are flying over my house here in the south end of Anacortes most nights. Yes, they are very noisy and sometimes I get a little irked but the planes are a necessary part of the Navy's mission and as a former Army A/C mechanic and a one-time small plane pilot, I love airplanes; I have since I used to watch the Neptunes and Marlins fly over my house when I was a little kid. There are a lot of, shall we say, unstable people running the governments of some of our declared enemies these days and we certainly can't be letting our guard down now. A bit of noise seems to me a small price to pay. So I say, keep 'em flying, and stay safe up there. And thanks for what you do. I hope this note helps.

(b)(6)

0460

Freeland, WA 98249

I support NAS and training flights at OLF for all the obvious reasons. I was always thrilled to occasionally be able to witness those touch-and-go flights while driving by and would pull off the road to watch, as did many other vehicles. Further, I do not object to the concrete security barriers placed around the perimeter of OLF; frankly, I feel they did quite a nice job of installing them and they in no way obstruct my view of the beautiful scenery in that area, nor does it create an "adverse effect" on the historic landscape! My tax dollars are invested in that property and security is important, whether it be to keep drunk drivers from entering and destroying equipment at the location or to keep out irate members of the public who have been agitated by the anti-Navy COER group. For COER to object to necessary security for the OLF property after all the hype they have created is absurd. Those people need to cut their losses and move off our island!

Lopez, WA 98261

Happy New Year, I am writing to you as a long term island resident regarding the Growler Mission at Whidbey Navel base down sound of us. I have lived, worked in the medical field and raised my family on Lopez for 25 years. In that time, I have noticed a few things in my work and with my neighbors. We have many people with respiratory problems on Lopez and in the islands, ranging from asthma to pulmonary fibrosis. As you can imagine, this is a distressing thing for us all. I have to wonder if there is a correlation between these lung issues and the air quality over Lopez as a result of the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. How will additional planes impact our air quality? What about residues that sift down to the ground? I ask that testing air quality for residues of jet operation be conducted in the four counties affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. The south end of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. Even you all must agree that does not sound good. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ? On behalf of my friends, their families and our community, I am asking that: * The scoping process include a comprehensive epidemiological study of all tumors and cancers in the San Juan Islands, which shall determine what portion of the risk of tumors and cancers are attributable NAS activities including but not limited to the carcinogenic byproducts of combustion of jet fuel in the skies above our county and the expected increase in risk tumors and cancers under the proposed action at NAS. *The study should identify actions to reduce these risks to zero. If the effects cannot be mitigated, the proposed NAS action should not be approved. * For a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. There was no Navy coping Meeting in San Juan County and we have not had enough time to gather or evaluate information. Thank you, (b)(6) Lopez Island, WA

Lopez, WA 98261

Good Morning, I am writing you concerning the air, soil and water quality on Lopez Island and the effects of the exhaust and emissions from the jet propellant fuel (JP-5) used by the F-18's. The south end of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. This is alarming for many reasons, not the least of which is that we eat some of the product from those trees. We also rely on said trees for commerce, clean air generation and general aesthetics. We islanders take our trees and their health very seriously. We know that they are but one of the canaries with which we live. Their health effects ours physically, mentally, emotionally, spiritually and financially. We not only WANT them to be healthy, we NEED them to be healthy. Ours is a symbiotic relationship. Look at the studies related to tree damage in the Amazon and world health. I'd like to know how additional planes will impact our air quality? And what about residues that sift down to the ground? We feel our agricultural lands are effected negatively. We ask that testing air quality and soil for residues of jet operation be conducted in the four counties affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour, we ask that these tests be made a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ? How will this effect our economy, both tourist and agricultural? As the Lorax said..."I am the Lorax, I speak for the trees. I speak for the trees, for the trees have no tongues." So on their behalf, I am asking that: * The scoping process include a comprehensive epidemiological study of all tumors and cancers in the San Juan Islands, which shall determine what portion of the risk of tumors and cancers are attributable NAS activities including but not limited to the carcinogenic byproducts of combustion of jet fuel in the skies above our county and the expected increase in risk tumors and cancers under the proposed action at NAS. *The study should identify actions to reduce these risks to zero. If the effects cannot be mitigated, the proposed NAS action should not be approved. * For a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. There was no Navy Scoping Meeting in San Juan County and we have not had enough time to gather or evaluate information. Thank you, (b)(6)

(b)(6)

0463

Berlin, MD 21811

I strongly support the continuation of Navy aircraft training as in the past at NAS Whidbey Island. It is essential to the national defense policy to keep this facility operating as it has for years and to keep its economic impact on the community intact.

(b)(6)

0464

Clinton, WA 98236

I support the continued presence of the US Navy at NAS Whidbey Island and the use of the OLF training field near Coupeville. I further believe that a small but vocal group of my neighbors on Whidbey Island who oppose the presence of the OLF are misrepresented, misinformed, misguided, and do not speak for the majority of Whidbey Island residents. I request that my name be withheld to prevent harassment of my family by the small but vocal group who have attempted to intimidate and frighten the majority of my neighbors.

(b)(6)

0465

Coupeville, WA 98239

Imperative that the Navy remain on Whidbey Island. Some solution to the noise issue must be worked out!!

(b)(6)

0466

Langley, WA 98260

We need the OLF field in Coupeville to remain open. I realize the Navy needs it to make practice runs for future carrier flights. A sm group of people should not be allowed to impact the importance of what the Navy is doing to protect our freedom. Besides the Navy has been doing this long before most of those people have lived there. I totally support the Navy staying and want our Island economy to remain well intact!

(b)(6)

0467

Silvana, WA 98287

I love the Pacific Northwest and feel so proud when I see Navy aircraft flying overhead. The Naval Base on Whidbey is key to our National Defense and the State's economy. I am outraged that anti-Navy (maybe even anti-military) types would try and remove the Growler operation from the Whidbey Airfield. I would implore those who make decisions on these things to examine your priorities and choose to keep this valuable asset to our community Sincerely, (b)(6)

(b)(6)

0468

Camano Island, WA 98282

I live on Camano Island across from Oak Harbor and am affected by the training. HOWEVER, I support the Navy's continued training exercises as currently conducted. Anyone on either Whidbey or Camano Island bought in the respective areas knowing that the Navy conducts training. Therefore, if it were an issue, those people should have considered purchasing elsewhere. I vote for the Navy to continue conducting training exercises.

(b)(6)

Oak Harbor, WA 98277

0469

We support you 100%

Lopez Island, WA 98261

EIS Scoping comment Subject: Noise metrics December 30, 2013 I am writing to request that the EIS provide data using improved sound measuring metrics for determining environmental impacts of EA-18G jet noise. The use of dB A-weighted measurements understates both auditory and non-auditory health impacts from low-frequency noise pollution. Specific to the situation at NAS Whidbey, use of the dB(A) metric in prior Environmental Assessments has proved to be a poor indicator of the level of community disturbance from the lower-frequency sound of EA-18G aircraft as compared to the EA-6B. The World Health Organization recommends that C-weighting should be considered when the difference between dB(A) and dB(C) measurements is more than 10dB. Measurements taken at my own home, which is located on the south end of Lopez Island about 8 miles from Ault Field, have shown a difference of up to 16 dB between A and C measurements. (Granted, I am using an inexpensive hand-held dB meter.) I have lived on Lopez Island for nearly twenty years. The introduction of the EA-18G to this region has resulted in noise levels that has exceeded tolerance levels in an area long-accustomed to military aircraft. What is it about the Growler, beyond loudness and numbers of flight ops, that has pushed tolerance levels beyond the tipping point? The EIS should provide information that will answer that question. Below are copied various references which support the use of improved metrics for studying the impacts of aircraft noise on populations in the vicinity of NAS Whidbey. I hope that consultants involved in the drafting of the EIS will make use of them. respectfully, (b)(6)

Lopez Island, WA 98261 J Acoust Soc Am. 2007 Nov;122(5):2601-14. doi: 10.1121/1.2782748. Acoustical, sensory, and psychological research data and procedures for their use in predicting effects of environmental noises. Kryter KD. J Acoust Soc Am. 2009 Jun;125(6):3707-21. doi: 10.1121/1.3125320. Acoustical model and theory for predicting effects of environmental noise on people. Kryter KD. Noise Health. 2004 Apr-Jun;6(23):59-72. Low frequency noise and annoyance. Leventhall HG. J Acoust Soc Am. 2001 Nov;110(5 Pt 1):2390-7. Evaluation of loudness-level weightings for assessing the annoyance of environmental noise. Schomer PD, Suzuki Y, Saito F. The Impact of A-weighting Sound Pressure Level Measurements during the Evaluation of Noise Exposure R.L. St. Pierre, RSP Acoustics NOISE-CON 2004 <http://home.mchsi.com/dmaguire/dba-djm.pdf> Low-Frequency Aircraft Noise http://www.lawa.org/uploadedFiles/lax/noise/presentation/noiseRT_100920_Low%20Frequency%20Noise%20Presentation.pdf Flawed Method of measuring aircraft noise Aviation and noise | Aviation Justice <http://aviationjustice.org/impact/aviation-and-noise/> Aviation Low-Frequency Noise Norman Lederman, MS Director of Research & Development OVAL WINDOW AUDIO Nederland, CO. USA norman@ovalwindowaudio.com

Lopez Island, WA 98261

EIS Scoping comment Subject: jet noise January 1, 2014 Environmental Assessments conducted in 2005 and 2012 failed to predict the level of negative community response to the introduction of EA-18G aircraft to NAS Whidbey Island and surrounding areas. The effects of military aircraft noise on populations living in this region are physiological, neurological and psychological (see Kryter, 2009, referenced below), and need to be adequately accounted for in the current EIS. DNL sound metrics are inadequate (and invalid) predictors of the disturbance caused by jet noise and its adverse effects on human populations for a number of reasons. A superior acoustical model for the purposes of studying environmental impacts as related to noise pollution from jet aircraft is provided by the use of EDNL metrics, and should be employed in the preparation of this EIS as an alternative to DNL measuring. Please direct your consultants to make full use of the following article in their efforts to provide valid metrics for the assessment of environmental impacts from noise: Karl D. Kryter: Acoustic model/theory: Effects of environmental noise J. Acoust. Soc. Am., Vol. 125, No. 6, June 2009 In addition, please insure that the EIS addresses the following areas of concern: 1.) How does the lower-frequency sound signature of the Growler effect community annoyance levels as compared to other aircraft? How do the effects of aircraft noise in general compare to the effects of other forms of noise of similar dB levels in the environment? Does the unique, subjective human response particular to aircraft noise result in greater adverse health impacts as compared to other kinds of noise pollutants? 2.) To what degree does dB(A) measurement fail to accurately reflect subjective "equally-annoyance-tolerable" sound levels? How may the EIS ensure that data provided for environmental impact assessment accurately reflect how humans hear, process, and respond to aircraft noise, including the relationship, or lack thereof, of "loudness" to "perceived annoyance." Health impacts are not strictly auditory, (i.e. hearing loss). Non-auditory effects are at least as important, and their study requires full inclusion in this EIS. 3.) Environmental impacts from EA-18G overflights and training exercises at Ault Field and OLF are felt well beyond the near-vicinity of those air fields, and extend to and include Island, Skagit, Jefferson, Clallam and San Juan Counties. Impacts on populations in these counties must be considered in a comprehensive EIS. Many of these areas are rural with very low background-noise levels. How will the EIS take into account the impact of jet noise in these areas as compared to impacts that have been historically measured in urban and suburban areas with significantly greater "ambient" noise levels. 4.) Given the expectation that communities have a capacity to adapt to unwanted noise over time, how will the EIS account for evidence that communities in this region which have a history of adapting to Naval aircraft noise, have apparently already exceeded the saturation point beyond which any further adaptation is possible? 5.) What factors other than noise exposure levels are responsible for the multiple psychophysical effects of jet noise and how will these be addressed in the EIS? respectfully, (b)(6) Lopez Island, WA 98261 (residence 8 mi. NW of Ault Field) Acoustical model and theory for predicting e... [J Acoust Soc Am. 2009] - PubMed - NCBI

(b)(6)

0472

Freeland, WA 98249

As a 30 year retired navy veteran, I welcome the EA-18G Growler, I believe this is the price you pay from freedom, not to mention the jobs and money the brought to Island county via the Navy.

(b)(6)

0473

Clinton, WA 98236

I think it would be a great disservice to our Nation and the local community to close the OLF field at Couville. Please consider keeping the field open for training our carrier pilots.

(b)(6)

0474

Orcas, WA 98280

We experienced non-stop very loud noise from the Growlers on December 30 and throughout the New Year. It was extremely disturbing since we are on Orcas Island to experience peace and quiet. As each jet goes overhead, we can hear it inside our cabin and outdoors, where we spend most of our time, it feels like an assault. We're strongly against this program and feel it's not only unhealthy for the fragile eco-system in one of our state's most beautiful spots, it threatens the economy which draws many tourists who would not come back after an assault like we just experienced this week - not to mention, our own peace and quiet which we highly value. Imagine saving for years for your dream retirement only to realize that you'd have Growlers flying overhead continually. This can't be right or legal.

(b)(6)

Clinton, WA 98236

0475

You should extend the comment period by 60 days and include other areas not previously included such as those on the peninsula like Port Townsend

(b)(6)

0476

Greenbank, WA 98253

Please do not pay any attention to the very vocal people who are trying to close OLF. We are the parents of one of your well-trained pilots (b)(6) and we support the training he received and is doing at Ault Field. These "Citizens of Ebey's Reserve", Ken Pickard, Maryon, others, are often writing about or being quoted on the radio without any real facts. We were at the Veteran's Day celebration and at the Pearl Harbor Day remembrance and we support you and the entire United States Navy in every way possible! Stand Strong! (b)(6)

(b)(6)

0477

Greenbank, WA 98253

Please continue to use OLF for training. Our servicemen need the best training they can get and this is one way to do it. Do not give in to the often loud complaints from the minority of Whidbey Islanders who live in the small highly regulated community of Coupeville. They would just as soon run the whole Island from their area with no progress or influence from anywhere else.

(b)(6)

0478

Clinton, WA 98236

I consider it a privilege to have the Navy on our island, and the occasional noise from the OLF is a miniscule price for civilians to pay, especially in light of the much greater sacrifices that the military personnel are called upon to make.

(b)(6)

Coupeville, WA 98239

0479

I support the Navy and it's operations at OLF Whidbey.

(b)(6)

Oak Harbor, WA 98277

(b)(6)

November 13, 2013

EA-18G EIS Project Manager (Code EV21/SS)
Naval Facilities Engineering Command (NAVFAC) Atlantic
6506 Hampton Blvd
Norfolk, VA 23508

Re: Written Input into Scoping Process for EIS Preparation

To whom it may concern:

Please accept the following comments for consideration during the preparation of your environmental impact statement regarding the EA-18G aircraft at Naval Station Whidbey Island.

- 1) Both of us have experienced hearing losses in the past 3 years due to the excessive noise at high frequencies and decibels produced by these aircraft over our home and around Whidbey Island. We have spent more than \$4,000 for hearing aids in order to regain hearing ability and maintain quality of life. We believe most if not all of this hearing loss is directly attributable to the noise from Navy aircraft over a duration of years.
- 2) Both of us have experienced anxiety, depression and sleep deprivation from the noise of these aircraft flying at low levels over our home and Whidbey Island. These ailments have forced us to several Doctors and large expenses. We have been advised to take antidepressant medication to combat the effects of stress created by the noise these aircraft produce. We often have to use earplugs and/or sleeping medication when these aircraft are practicing in the late evenings, sometimes as late as 1 AM in the morning. We find this to be an unhealthy situation directly attributable to these jets.
- 3) The mantra by many active and retired military in the community is "If you don't like the noise, MOVE!" The fact is that few want to live in this unhealthy and noisy environment when there are quieter places the further away from NASWI and Outlying Field Coupeville one goes. For two separate selling seasons we listed our home for sale with qualified Real Estate professionals at the price they recommended the house should command. Two offers were received, each for more than \$75,000 BELOW our fair market value. The noisy environment was cited as the reason for these low price offers. We are stuck here without the ability to sell a huge personal asset at fair market value. The real estate market in Oak Harbor and Coupeville is ruined for homes priced above \$350,000 because of the noise from these aircraft.
- 4) We owned a small business in Oak Harbor from 1998 to 2004 selling appliances, electronics and hardware. We found it impossible to compete with the Navy Exchange at NASWI because of their endless willingness to cut prices to "match the competition". The Navy Exchange would undercut prices constantly, to the point of selling at a loss. This is unfair competition to local merchants who have to absorb the cost of rent and labor at a far higher proportion of sales than the Exchange. In addition, the Navy Exchange customers are not charged Washington State Sales Tax on their purchases which puts a local merchant at another 8.7% disadvantage. We spent endless labor expense educating customers on the features, advantages and benefits of a product we were selling only to have them say "Thanks for the information. I'm going to the Navy Exchange to buy it because they don't charge sales tax."

We were finally able to sell our business in 2004 after a large reduction in price and numerous other concessions to the purchaser. Our experience was that trying to compete against the Navy Exchange was largely frustrating, totally unprofitable, and completely unfair to a small local merchant. For a city the population of Oak Harbor there is a large deficit of merchants, big-box retailers, quality restaurants, auto dealerships, etc. when compared to other like communities. This is because the Navy Exchange sucks all the dollars out of the local economy first and sends that money out of town nightly. Very few of those dollars actually get recycled back into the community impacted by this unfair competitor.

Thank you for your consideration of our comments and concerns regarding this matter.

Very truly yours,

(b)(6)



Oak Harbor, WA 98277

(b)(6)



(b)(6)



Oak Harbor, WA 98277

(b)(6)



(b)(6)

Freeland, WA 98249

(b)(6)

November 23, 2013

EA-18 EIS Project Manager
Naval Facilities Engineering Command
(NAVFAC) Atlantic – Attn: Code EV21/SS
6506 Hampton Blvd. Norfolk, VA 23508

Dear Sir:

In my opinion, the EA-18G Growlers and the EA-6B Prowlers do not have a negative impact on the environment on Whidbey Island.

I occasionally play golf at the Gallery Golf Course, which is right under the landing pattern at NAS Whidbey. I have noticed that eagles, other birds, and deer seem to ignore the aircraft operating out of Ault Field. I have participated in weekly meetings near the OLF at Coupeville and experienced the intermittent noise created by the aircraft. Each aircraft creates noise for about 12 or 15 seconds, but it is not debilitating and in my opinion not harmful to my ears.

Since both airfields have existed for about 65 years, it seems unlikely there are many people living in the near proximity that did not know there were airfields on the island when they moved here. And since those people seem to be the only part of God's creation that are demonstrating unhappiness about the Navy's presence on the island, I suggest their complaints should not be allowed to effect aircraft operations. They may be the people who moved out of a city to escape honking horns, only to be disturbed by the screeching of an eagle.

Whidbey Island is a wonderful place to live and the U.S. Navy is a part of what makes it wonderful.

Sincerely,

(b)(6)

(b)(6)

0482

Langley, WA 98260

While I support and respect the service of the men and women in the Navy, the introduction of the next generation Growler is pushing the envelope. For 70 years the Navy has been using the OLF. What was the decibel level of those planes 70 years ago? Each new generation of planes has become louder and louder. It is like a pot being brought to a boil, comfortable at first but now beyond comfort level. The Growler has hit the boiling point and the citizens of the Ebey Preserve are saying enough. I understand that the economic impact of the Navy's withdrawal from NAS Whidbey would be devastating and I hope that doesn't happen. But things change. The boiling over noise level from your Growlers has become intolerable.

(b)(6)

0483

Langley, WA 98260

Whidbey Island is a perfect place for NAS to have their base and prepare pilots. Yes, the noise is difficult, BUT all the infrastructure is in place to support navy families and personnel. We want the NAS to stay on Whidbey Island.

Freeland, WA 98249

The OLF in Coupeville is an integral aspect of having the NAS based on Whidbey Island. The reasons to shut down the OLF claim to be noise related. The citizens who live near OLF had the freedom to buy property near OLF or elsewhere. They chose near the OLF, fully knowing the use of this landing field. Ironically, the pilots who use the OLF are the ones providing and protecting the freedom of these citizens...including their freedom to move to another Whidbey Island location. As most suspect, this isn't a noise issue however. It's a home value issue. Like any house located near noise, whether a steel welding facility, a free way, or a lightly used OLF, home prices won't be as much. In the 1940's, when the OLF opened, I'd like to know how many current residents were already living nearby? This situation is similar to complaining about high credit card interest rates and other rules. The difference is...the intermittent noise from the OLF is not in fine print!

(b)(6)

0485

Clarksville, TN 37040

I lived on Whidbey Island for 35 years, my husband is retired navy. Our home was a block from the OLF. What's that old saying, Can't stand the heat, get out of the kitchen. Well if you can't stand the noise (sound of freedom) leave the Island. We support NAS Whidbey Island.

(b)(6)

coupeville, WA 98239

0486

The OLF was never intended for aircraft anything like the Growlers that plague the neighborhoods of central Whidbey Island. I have tried everything from earplugs, to sound masking devices to shut out the teeth chattering, aggressive noise that forces us indoors behind closed windows on the hottest days of summer and keeps us awake far into the night. Please RELOCATE the training site to a less populated area. It is destroying the quality of life for island residents and lowering property values, not to mention the hearing health of everyone within earshot. Love the Navy. Hate the Growlers.

(b)(6)

0487

Greenbank, WA 98253

Hello, I am support the Navy and the practice flights at Coupeville and Oak Habor,Happy that you are here. I have been a resident since 1969. Thank You, (b)(6)

(b)(6)

0488

Coupeville, WA 98239

I respectfully request a 60 day extension on your scoping period. This issue is too important to rush into and has an enormous impact on our health and property values. I believe there are solutions as yet unspoken and that compromise can be reached, but not all the citizens of the island who could or would be affected have had the opportunity to hear the Navy's presentations with q and a following. Please allow a margin of time for this very important iissue!

(b)(6)

0489

Camano Island, WA 98282

I support the continued presence of Whidbey Island Naval Air Station and its outlying training field on Whidbey Island. The base is important for military readiness and electronic warfare training. The noise from the aircraft is a minor irritation for the benefit we receive in national defense. My house is under the eastern outer marker for returning aircraft to the base. I actually enjoy hearing the aircraft and occasionally seeing the pilots when they are low. The growling noise from the training field is more intense but farther away and occurs only a few weeks per year. I can live with that. The sound of the aircraft flying around my house assures me that our Navy is at work protecting my family.

,

If they can't train they can't fight.

(b)(6)

0491

Freeland, WA 98249

Please extend the scoping comment period for growers on Whidbey Island. We need the input of the whole community

(b)(6)

0492

Coupeville, WA 98239

the newer jets were flying lower, louder, later, and lot more often, and in a new wider flight pattern. The jets now come right over the top of our house. the noise is far worse than I have ever experience before. Now that we have had a few months of no flying I noticed I am sleeping better and have less anxiety. we never knew when, how long, how low etc. On a different note I have become more concerned about the possibility in the chance of contamination of our water from fuel exhaust and dumps. Coupeville gets all of our water from wells not like Oak Harbor which gets their water from Anacortes.

(b)(6)

0493

Friday Harbor, WA 98250

Hello: I am providing public comment for the EA-a8G Growler Airfield Operations at NAS Whidbey Island. I oppose expanding fly operations at this facility for the following reasons: 1. Impact of increased pollution levels in the flight area, including, but not limited to jet fuel emissions and noise emissions. 2. Degradation to local tourism economy, fragile ecosystems, marine ecosystems, farmland, livestock and people. 3. Safety concerns for public health, built environment, small aircraft, and for the multi-regional airports and commercial air traffic in the area. Thank you for the opportunity to comment. There seems to be better choices in less fragile and populated areas for a program of this scope; a program that has already dramatically changed the way of life of residents with an increase of over 10,000 flights in the last few years.

(b)(6)

0494

Freeland, WA 98249

Please extend the scoping comment period for growlers on Whidbey Island. We need the input of the whole community

(b)(6)

0495

Freeland, WA 98249

I absolutely support the Navy's use of all their facilities on Whidbey island, including the EIS for EA-18G Growler Airfield Operations at NAS Whidbey Island.

(b)(6)

0496

Coupeville, WA 98239

the Navy should consider the airstip at Neah Bay area. that is about 5 minutes (airtime) away, is in a remote area, will have very little impact because low population area, better facility space potential.

Coupeville, WA 98239

The following is a page from the website, www.disclosuredeception.wordpress.com expressing concern for failure to designate APZ zones where Growlers fly. I live 4500 feet from the runway where, according to a pilot, the planes fly 250-300 above my house. I had no idea when I bought, and no one has had disclosure since 1992. Crash Zones Hidden Crash zones are the areas that extend out from military jet aircraft runways where there is the highest danger of a crash. The military calls them the APZ1 and APZ2 zones. When the zones are described in the AICUZ studies (measuring compatibility between the Navy and the surrounding community), the word "crash" is substituted with the word "mishap." There are criteria for a crash zone. They are defined by a measurements (15,000 feet, or almost 3 miles extending from each end of the runway), and the number of flights per year (5,000). Here is how the military base defines a crash zone for its surrounding community: (click to enlarge) APZ diagram and explanation Here is Admirals Cove. The clear zone is the area cleared of tress. The crash zones are almost all of Admirals Cove. (click to enlarge) arial AC You would think that if it acts like a duck and quacks like a duck it would be a duck. But in this case, although the crash zones meet all the criteria, the Department of Defense has not designated the APZ zones around the OLF. Here is the map showing crash zones associated with NASWI. Notice there are no crash zones designated. Snap7 Here are the crash zones draw in to be consistent with those designated at the AULT: OLF Crash Zone Map A side tidbit of information is that property taxes are lower in crash zones, as enjoyed by property owners around the AULT. No such tax break is provided to people exposed to crash risk around the OLF.

(b)(6)

0498

Camano Island, WA 98282

The NAS has been there how long? They knew when they moved/bought there the base was active. Why is it that the complaints of a few over ride common sense and how it effects others lives and livelyhood. If the sounds of the planes are that disturbing MOVE. I for one like to hear the planes and know that our service men and women are there. God Bless them

Coupeville, WA 98239

The following is a page from the website, www.disclosuredeception.wordpress.com
Disclosure Deception: Stories Neither the Navy nor current County Commissioners have been aware that the 1992 disclosure was not being used in area real estate offices until November. Now that it has been determined that more complete disclosure is the law, people who were trapped by not being told about noise will be further harmed when the legal disclosure is required when they sell. The harm this deception has produced is an embarrassment to the County, the Navy, and area realtors, and it could have been prevented by County and Navy officials checking the 2002 disclosure statement against their stated mission to protect citizens. Why was this not done, preventing a revolving door of surprise, anger, despair, moving, and surprise again, over the past 12 years, masking the true values of homes where the upward trend of noise torture seems to have no end, and a "they were told" lie has prevented the discovery of the deception?
CITIZENS HARMED BY DISCLOSURE DECEPTION tell their stories: Spring, 2012 Purchase - inadequate disclosure I bought in the Bon Air/Ledgewood area in Spring 2012. I suppose I signed that disclosure but because it was so vague, it did not sink into my brain how really bad the jet noise would be. Neighbors with whom I talked (before purchased) said, oh yeah, the jets come over ever so often – but its nothing....Well, four or five nights a week, for hours on end, beginning at 10PM and going on into the night until about 1 or 1:30 am. — is unbearable. What an injustice, but geez, we in the U.S. should be used to that by now....lied to about everything, we are. I came out of a very unexpected marital breakup, an auto accident, and a move from a rental that I had expected to live in for at least two years; had been looking for a house to buy for nearly 9 months – and found this one that I could afford (but that needed major work)....if I was depressed when I moved after all the emotional turmoil in my personal life, I have certainly been depressed in the time I have lived – and listened to – this horrible, extremely loud jet noise. Diane January 2006 purchase - reassuring comments, inadequate disclosure At the time of our Coupeville home purchase, we were living in Virginia and had been periodically traveling to Whidbey Island house-hunting with the intent to relocate to be closer to family. On one such visit in January 2006 we located the property perfect for us in Admirals Cove, which we visited three times, none being when jets were flying. Nor did we know anything about the OLF jets, and there was no mention of such in any of the available information at the property. Several months later at just days before closing, we were informed of the jet noise disclosure to be signed. We were taken aback, not sure what it would actually mean and whether to cancel the purchase. So, from Virginia, we phoned locals, real estate agents, and the County. They all pretty much all said the same thing: loud but infrequent -- not too bad. Trusting those sources we bought and moved in in July 2006. We were horrified when we first experienced the jets and shocked to learn they flew just a couple hundred feet directly over our house on their final approach to the runway. We tried to cope with the noise rather than confront the hard-to-swallow reality that we had been duped. Then, in 2010 the touch-go sessions began to increase noticeably, and by 2011 and 2012 we knew the practices had doubled and that the jets were louder. Living here was no longer bliss with occasional trying times, but had morphed into incessant come-and-go challenges to maintaining sanity. As a neighbor who rented a nearby property by phone from South Carolina explained to me

why she was moving after just 3 months, "I wouldn't stay here with these JETS if rent was free!" The disclosure statement is not only inadequate, it is a flimflam that clearly prays on the pockets of homebuyers and renters and discounts the impacts on their lives, and it sidesteps the reality that Navy agendas are beyond Island County control. It's not okay to say the notice is good enough for some buyers; it has to work for all. No one should slip through the cracks. Finally, it is important to note that the notice was only presented to us well after we had paid the airfare, well after we first visited the property and became committed to it, well after the contract was mutually accepted, well after we had paid for the inspection, and well after we sold off investments to meet the obligations expected. That concealment is totally unacceptable and reprehensible. The notice must not only fully delineate all the impacts and risks, but it must be profiled to prospective buyers upon their initial and any subsequent visits, and all purchase contracts should include a signed statement that the buyer has read and understands the disclosure. Bob and Brenda Wilbur 2003 Property Purchased and Home Built - 2002 disclosure My husband and I purchased our high bluff waterfront property on 2003. It is off of Parker Road within Coupeville city limits and in Ebey's Landing National Historic Reserve (managed by the National Park system). At that time high bluff waterfront property in the Coupeville area was at a premium and the prices were going up quickly. We purchased our property because it was beautiful and serene. We were the first to build in our private neighborhood that had seven building plats, all one to two acres. We own 190 feet of waterfront overlooking Penn Cove and see the lights of Oak Harbor in the distance. There is a curving private road that comes into our neighborhood from Parker Road with acreage on both sides that can never be built on for total privacy. We hear no traffic noise from Parker Road. Covenants were already written up by the developer to protect views and the environment. It was paradise and all of our retirement savings are invested in our home. We had no idea we were directly under a flight path. All we knew was that the navy occasionally flew over our area on the way to Oak Harbor. I don't even remember signing a noise disclosure. I recently found a copy buried in my title closing documents - the 2002 non-disclosure in very tiny print. This makes me furious. We never would have purchased our property had we seen the noise contour maps and military warnings. We feel terribly violated. We had no problems until 2011 when the military started ramping up their presence here and the ear splitting growlers began arriving. All of a sudden we were directly under the touch and go practice frequently non stop for four hours at a time non stop at tree level. The noise is horrendous and the vibrations get into the core of your body. The reverberation from the water even makes it worse. Our lives have become a living hell. We have become collateral damage for the Navy. We are paying just under \$8000 per year in property taxes. Yet when the practice flights resume from the OLF we will not be able to live in our house. It's not worth going deaf. We fear a crash in our neighborhood. The vibrations may compromise our bluff and the emissions from the planes are very toxic. Where are we supposed to go? It is a nightmare. Even this summer the constant roar of the growlers from Oak Harbor is unpleasant. The stress of this terrible situation has greatly compromised my health. I wake up during the night with my heart pounding from anxiety. Please keep my name anonymous. Individuals that have written letters to the editor have been threatened with violence. 2010 Purchase - 2002 Disclosure, (plus realtor information) We purchased our home in 2010 after our son moved to Vashon, and our daughter moved to Useless Bay. We came up to help them move in January of 2010, and saw that Whidbey might be a home for us, and our family would be together. Back home, we researched on the Internet, finding two primary homes

to consider - one in Admiral's Cove, and one with a view of Baby Island. The Admiral's Cove home, without knowing the planes fly directly overhead producing horrific sound, was the obvious choice. It was much lower in price, which we assumed was due to a mistake the builder made by putting no windows on the view wall, which we could remedy through a remodel. We discovered our home had been purchased by an investor at auction at half its value, and another auction was coming up requiring cash. We made what we thought was a ridiculously low bid, and the owner accepted it. We celebrated a dream come true! Our realtor had told us there were jets. We got a glimpse of one from the highway, and with our road map, determined they could fly nowhere near enough to our home to make a difference. We travel, and are often camped near airports and railroad tracks. We were certain the jets were not a problem. If we had been presented with the information in the 1992 Noise Disclosure, we would not have purchased. The Noise Zone Map would have been attached, showing the obvious problem with the jets flying directly overhead. Other red flags would have been day and night flights and 100+ decibels. We would have called both the County and the Navy. Our realtor is a good guy, and I am sure he thought we knew, but he was given the wrong disclosure form by NWMLS attorneys, denying us the information legally required. I came up to meet the moving van and direct the move in alone, with my husband staying to paint and make repairs. I remember the first night the jets flew and realized the mistake we had made. I decided to adjust my attitude, and learn to live with them. When my husband joined me three weeks later, we both did. The tipping point came with the Growlers. An awful situation became intolerable. Last summer we decided we had to move, despite the extreme hardship. It took us two months of full time work to find a lot in Sandy Hook, doing scores of computer home designs for various lots, shop site preparation, deal with the county, and stage our home getting it ready to sell. We saw the window of opportunity with the jets not flying to get our house sold. The sales representative for the home builders turned out to be a disaster, with all of our plans based on a build she recommended, but the company could not deliver. We'd have to find another builder. That disappointment made us stop and think about what we would be doing to someone purchasing our home. Could we justify passing on the problem? As we faced the moral dilemma, we also started looking at why anyone should be caught in the trap of inadequate noise disclosure. Our questions began, and the discovery of deception resulted in our refusal to pass it on, and the confrontation with a system that created it and sustains it. The "shut up or move" taunt that is prevalent on the island hurts the most. We got first it in the County offices when getting a cost for hooking up water in Sandy Hook. I asked why the disclosure was not better, and Vince kept telling me I was not going to lose my hearing. I told him I wasn't talking about loss of hearing, I was talking about no noise information. He kept coming back to hearing, and finally told me I should just move back to where I came from. We can afford a move. We are retired so we have the time. We can stage a house, pack, pay for movers, make adjustments to a new home, pay realtor fees, and more. Other people can't. Moving away from the jets would break the budget of most people. They have kids and jobs. It takes months. It strains relationships. Hearing "whiners should move" makes me want to defend any family from being denied the opportunity to choose life without the jets. This deception has gone on long enough. It has to stop now. Doug and Judy Gremmel 2003 Sale, No Disclosure We lived in West Seattle, and came up to the island for occasional long weekends, and fell in love with Coupeville and the surrounding area. We started looking for a house close to the hospital, close to shopping, private, and after several trips found what we wanted. At

no time did a military jet fly over. We bought the home, got no noise or building disclosure as required by law. One day, while working in the yard, a jet went over. How cool, I thought...but it's one of ours. I was proud. Then, as the overflights became a living hell, wearing hearing protectors inside our home. Not being able to work outside. Our pets in a state of panic when the military jets thunder over. The house vibrating to the insufferable noise. Sleepless nights because of the horrendous racket trashing the house at 1:00 A.M. Enough! Enough! Michael and Jane Monson Unspecified disclosure date, 2002

disclosure One of my neighbors was walking by as my husband and I were out in the yard gardening. He was a very sweet, almost totally deaf elderly man. We asked him what he thought about the jets. He said he had tried to make his peace with them. He said he had no reason to complain because he had signed the disclosure, and was a man of his word. This was an prime example why some people don't complain. Good character meets deceptive practices. No disclosure A builder living on the island for some time did careful research to be sure to not build under the jets. After building, the jet paths moved. No disclosure We bought our lot in 1969 and designed and build our home in 1971, and we are probably the last of our generation owning property on the beach. We received no disclosure about noise when we purchased our property. We were there week-ends at that time and really never knew of the planes flying. In time we did know, when we were there in middle of the week, and could not begin to believe the noise, often until after midnight. . . . 1991 Property Purchase, 2008 Home Build - No Disclosure My parents lived in Ledgewood Beach for about 45 years beginning in the early 1960's. During that time when I visited them there, Navy jets flew rarely and usually on a Tuesday night. It was quite tolerable. In 1999 I purchased 4 acres on Parker Road from my parents. There was no disclosure statement and none of us viewed the Navy jets as a problem. However, when I began building my home in 2008, things changed dramatically. The Prowlers were being phased out by Growlers and the number of flights began to increase dramatically. I worked outside on my large organic garden and in the studio I had built in 2006. I began to have difficulty hearing after a year or two working outside. I found I had permanent hearing loss and needed hearing aids. As a retired teacher, it took several years to save up the funds to purchase decent hearing aids. I understand the Navy takes care of that cost for Navy personnel. I could not believe that Navy jets were allowed to fly low enough to cause permanent hearing loss, let alone over schools, hospitals, and sports playfields. I had a jet fly over my land so low that my normally calm dog flattened herself to the ground and I could see the pilot. I began to experience sleep loss, anxiety, and felt the incredible vibration in my body that was transferred by these Growler jets. I felt physically ill as week after week the Growlers flew from morning until 1:00 a.m . As flights increased, I could no longer work outside even with heavy hearing protection. I lost my ability to concentrate on tasks. In my shuttered new and well-insulated home I could not talk on the phone, hold a conversation, or watch tv. I felt I feel my life has become a nightmare with these flights. We were told we could call in and issue a complaint to the Navy. One Navy member told me he and his wife were warned by the Navy not to live in the Coupeville area and to look at the flight pattern. How is it that the Navy is allowed to destroy an entire community bit by bit? Businesses and farms are suffering here as well as residents. These Navy flights are destroying my life. Diane Tompkinson Date of Purchase Not Included As a widow of a RAF pilot officer, who died from lung cancer, thought to have been caused by nuclear radiation, and my present husband, who suffers from the Hodgkin's Lymphoma from Agent Orange, I have often had cause to think of the sacrifice my own family has quietly endured in the name of the

most precious thing we still have, life, liberty, justice and freedom for all. My grandfather was too old to enlist in the Second Sino-Japanese War, but as a British National in Shanghai with linguist skills, he did important work translating several languages. For his "service", he was water boarded, tortured, and experienced other atrocities. He died back in England, broken in spirit. My father, a Scot who lived in Shanghai, although disabled from tuberculosis, signed on with a volunteer regiment, the Shanghai Fusiliers, and died later from war related privations in South Africa. The embargo on ships returning to the U.K. ended a week after he died. He left a widow my mother with a baby girl and a new born. We all tend to think that our sad experience is the ultimate in sacrifice. I think my family can be thanked for it's "service". If we study war, we can see that nothing has changed for any victim of any past or present war. War means sacrifice. Regretfully it is the price of freedom. Today, because communication is so immediate and often slips through uncensored, the reality is that we know first hand that our beautiful men and women are suffering unbelievable physical losses, and mental pain. Sadly the wheels of relief are often far from timely, and life is at times, so intolerable it is ended by the soldier. One thing that is changing, is our understanding of what combat does to everyone. Another thing that is changing is the technology of war mongering. When I moved to Whidbey I believed I was coming to a small bucolic island community where "sailors and farmers" lived in harmony. My grandmother used to explain to us that you were either a sailor or a farmer, meaning that either stayed home or traveled. I have read with great interest the history of Whidbey Island, and the various interlopers who formed the basis of settlements, as we know them today. It would seem that we are on the verge of allowing a new interloper, who has crept up on us slowly, and with increasing noise. It would seem that we do not have freedom, liberty, "peace" and justice. Some would argue that they do not have life as they remember it in terms of "peace". I now know that Whidbey is not an entirely harmonious destination. Beautiful as it is, and kind as many folk are, there is a darker side. Supporting our troops has been the rallying cry of many survivors of past wars on the Island, (excluding the ones who became post war objectors), black shirted council member, those not interested in the health, hearing issues of those in the flight paths. Those who only see loss of income, or who maintain that the only real issue is falling real estate values. It has been sad to see neighbor estranged from neighbor. Sad to see signs in Oak Harbor suggesting the Coupeville bare the brunt of the noise. This is a problem with many levels, and whilst it is trite to name property values, and small business loss as the main considerations, it is a subject that should be carefully scrutinised by the Military at its highest level, and sensible alternatives runways for increasingly noisy jets should be made a priority. I would be uncomfortable promoting central Whidbey as a tourist destination because of the potential for hearing damage. If flying at OLF is resumed, I believe it would important that all farming of any livestock in the noise zone should cease. All horses moved from this area, and all pets kept indoors during hours of operation. This should impact the three million dollar WAIF facility. All farm workers and all businesses close to OLF should supply workers with hearing cover, and be notified of flight schedules. The Little League park, the dog park, should be closed during hours of flying. The hospital should be preparing itself for a possible major catastrophe, which very obviously it will not be able to handle. Perhaps a couple of extra military helicopters should be kept on hand to medi vac patients out to Seattle hospitals. Finally, how very uncomfortable, and possibly stressful for the pilots who fly those beautiful planes, to know that Whidbey is so divided. These crews go where they are told, and do what they are told to do. Every so often an opinion

from within the military comes to light concerning an individuals feelings about noise levels. Once you enlist, you are obligated to carry out a duty, not to have an opinion that apposes your orders. Someone needs to listen to these lone brave voices! Some people might believe that this is a positive way to support troops if they are not able to speak up for themselves without fear of reprisals. I would therefore appeal to those who have the power to turn this thing around. Move the planes and the pilots to a safe place. A place that can support the growing technology. A place where they are not the center of controversy. It would be a good thing if the military would be seen to restore harmony to the island and the communities. Respectfully, Bridgit Montgomery Sims 1992 Purchase - no noise disclosure When we purchased our property in 1992 from Center Isle Realty (now Coupeville Windermere) we DID NOT get a noise disclosure. I do remember seeing a noise map in the CIR office with noise level numbers posted. As an audiologist I do remember looking at the numbers and knew that 75 is not damaging to your hearing. Nowhere was the DAY AND NIGHT AVERAGING mentioned and that the decibel levels that they displayed were not REAL TIME exposure. More importantly what realtor in that office would have even know what that meant...nor do they today. We also rented property about one mile closer to the OLF field than our present property for approximately one year. While we heard and saw planes doing their maneuvers quite often over the rental property the noise was NEVER at the level that it has been in the past 3 years nor was it as frequent. Should it have been, I know we would never have purchased the property that we live in now. As a professional in hearing loss, noise exposure, noise damage, etc. in my 43 years as an Audiologist I have never heard of this much denial regarding a major public health issue. It is now my opinion that Coupeville Windemere, Island County and the Navy are all together in selling us houses ,expanding the tax base of Island County, that are quickly becoming inhabitable. The realtors now do not wish to tell anyone about the risks of noise exposure, possible effects of jet fuel emission exposure and the possibility of a crash because it would reduce their bottom line. It is reprehensible that the owner of Coupeville Windemere would continue to show a map in their offices with little emphasis on any real facts and also add a paragraph in the contract that protects and informs no one about the real dangers. Who in his office is an expert on noise exposure???? Who in his office is an expert on jet fuel emission??? Who in his office is an expert on the crash zone???? (b)(6)

Coupeville, WA 98239

The following is a page from the website, www.disclosuredeception.wordpress.com 12-18-2013 Island County Status of Noise Disclosures As a part of the 12-18-2013 Meeting of the Island County Commissioners, Dave Wechner specified both the 2002 and 1992 Noise Disclosure are required for use by owners or their agents when selling property in noise zones 2 and 3. The question remains - why was this form specified for realtors when buyers needed the information legally mandated by the County? It is both an legal and ethical question. Here is the Memo: ISLAND COUNTY PLANNING & COMMUNITY DEVELOPMENT ~ MEMORANDUM ~ TO: Board of County Commissioners FROM: David L. Wechner, Director, Planning and Community Development DATE: December 17, 2013 SUBJECT: Disclosure Statements in ICC 9.44.050 and ICC 14.01B.100 The Board of County Commissioners recently requested Planning / Community Development provide clarification of disclosure statements currently required in the Island County Code. This clarification will hold value for the community. Chp. 9.44 of the County Code is titled the Airport and Aircraft Operations Noise Disclosure Ordinance, adopted as part of Title Nine, the Public Peace, Safety and Morals portion of the County Code, and includes a map of the County titled the 'Airport Environs Map'. This chapter of the ICC contains a noise disclosure statement, required of persons offering for sale, lease or transfer properties within the mapped area in Island County. Chp. 9.44 was adopted by Ordinance C-32-92 in 1992, its disclosure statement reads: "No person shall sell, lease, or offer for sale or lease any property within an Airport Environs Mapped Impacted Area unless the prospective buyer or lessee has been given notice substantially as follows: TO: The property at is located within (the) Airport Environs mapped impact area. There are currently 5 (five) active airport facilities in Island County. The Oak Harbor Airpark, the South Whidbey Airpark, and the Camano Airpark are general aviation facilities and are identified on the attached map. Ault Field and OLF Coupeville are tactical military jet aircraft facilities and are also identified on the attached map. Both Ault Field and OLF Coupeville are used for Field Carrier Landing Practice (FCLP) purposes. Practice sessions are routinely scheduled during day and night periods Property in the vicinity of Ault Field and OLF Coupeville will routinely experience significant jet aircraft noise. As a result airport noise zones have been identified in the immediate area of Ault Field and OLF Coupeville. Jet aircraft noise is not, however, confined to the boundaries of these zones. Additionally, the noise generated by the single flyover of a military jet may exceed the average noise level depicted by the airport noise zones and may exceed 100 (one-hundred) dba. More specific information regarding airport operation and aircraft noise can be obtained by calling the Community Planning Liaison Office at NAS Whidbey Island and the Island County Planning and Community Development Department." Chp. 14.01B of the Island County Code is titled the Noise Level Reduction Ordinance - it includes a map as well, with 'noise level zones 2 and 3' corresponding more specifically to different prospective sound levels. This map is different than the Chp. 9.44 map (i.e. excluding areas near the South Whidbey Air Park and Camano Air Park facilities, and excluding certain areas on Whidbey Island north of Greenbank that are included in Chp. 9.44). Chp. 14.01B also contains specific noise-reduction standards for new construction in addition to the adopted building code. The County implements these construction standards through issuance of building permits

within the 2 and 3 noise zones. Chp. 14.01B was adopted by Ordinance PLG-054-93 in 1993; it was further recognized by Resolution PLG-007-94, acknowledging the effective date of the Ordinance per a letter of approval by the State Building Code Council. Chp. 14.01B was further amended by Ordinance C-59-02, adopted August 12, 2002 to blend Oak Harbor and Island County Noise Attenuation Ordinances. The disclosure statement of Section 14.01B.070 in the 1993 ordinance was relocated to section 14.01B.100; the disclosure itself remained unchanged. The Chp. 14.01B disclosure statement reads: "No person shall sell, lease, or offer for sale or lease any property within an Airport Noise Zone 2 or 3 unless the prospective buyer or lessee has been given notice substantially as follows: To: The Property at is located within Airport Noise Zone 2 or 3 impacted area. Persons on the premises may be exposed to a significant noise level as a result of airport operations. Island County has placed certain restrictions of construction of property within airport noise zones. Before purchasing or leasing the above property, you should consult the Island County Noise Level Reduction Ordinance to determine the restrictions which have been placed on the subject property, if any." Both Chapters 9.44 and 14.01B are currently in effect, and contain disclosures for prospective owners or lessees – both are applicable to the sale, lease, transfer (or offer thereof) regarding properties in Island County within areas designated on the respective maps. Where the maps overlap (e.g. Noise Zone 2 and 3), both disclosure statements are required. As the County does not participate in the offer or actual sale, lease or transfer of land, it is the responsibility of property owners or their agents to provide the disclosures. The Limitation of Liability statement contained in both Chp. 9.44 and Chp. 14.01B clearly states the obligation to comply with the provisions of these chapters lies with the property owner, builder and their agents. The County does not enforce the disclosure statement requirements, nor has the ability to enforce the disclosure statement requirements. Both Chapters make clear that the obligation to comply with the provisions of the ordinances are "upon the property owner and their agents" and that "[A]cts or omissions to act by Island County, its officials or employees under this chapter shall not create any liability on the part of Island County or its officials or employees." It has been brought to the County's attention that the Northwest Multiple Listing Service copyrighted a document in 2001 titled 'Form 22W', apparently used by some real estate agents in Island County as a noise disclosure statement. This Department does not have involvement in the daily activity of the real estate market, nor is this Department aware of what disclosures are being provided by the real estate community in real estate transactions; however, it appears the copy of "Form 22W" provided to this office does not contain both required disclosure statements, nor cite applicable County Code. Attachments: Ord. C-32-92, adopted May 11, 1992 Ord. PLG-054-93, adopted October 11, 1993 Res. PLG-007-94, adopted April 18, 1992 Ord. C-59-02, adopted August 12, 2002

(b)(6)

0501

Coupeville, WA 98239

The following is a page from the website, www.disclosuredeception.wordpress.com 16 August 12, 2002 Meeting Minutes The 2002 Noise Disclosure for builders was adopted at the August 12, 2002 Commissioners Meeting. The Noise Ordinance which contained the disclosure statement was "supported and recommended" by the then Navy Liaison, (b)(6) (b)(6) Both the Navy and the County neglected to protect home builders, and ultimately home buyers, by failing to check the ordinance to see that "full disclosure" was provided through a disclosure statement. Click to read. 8-12-2002 ICCM Minutes

(b)(6)

0502

Coupeville, WA 98239

The following is a page from the website, www.disclosuredeception.wordpress.com 1976 Noise Disclosure This document adds to the history of noise disclosure in Island County. It shows that, as the noise levels have gone up, the level of honesty in disclosure has gone down. Planes have not gotten quieter, but decibel levels disclosed in 1976 was 115, in 1992 it was 100, and in 2002 no decibel levels were disclosed at all. The levels here are stated to be 115, "and that the severity of noise is such that individuals will likely make repeated vigorous complaints. Further, concerted group action against the noise may be expected." It is interesting that it includes the fact that Navy enlisted and officer housing, except for apartments on the Air Station, were located in Zone 1, considered to be "relatively noise free." 1976 highlighted noise disclosure

(b)(6)

0503

Coupeville, WA 98239

I support continued operations at OLF. The OLF was in place before we moved to our present nearby location. For most residence the cost of their land was already reduced to account for the noise zone that they purchased in and they purchased knowing full well of the Navy training. We need to continue to train our troops to be the best in the world.

(b)(6)

Langley, WA 98260

0504

These horrendously noisy jets affect us on South Whidbey, too.

(b)(6)

0505

Oak Harbor, WA 98277

I have seen property values drop over the last few years and if the base closes or moves operations else where, my house will be pretty much worthless. With more people coming in, it should rise. Please leave the base there.

(b)(6)

0506

Coupeville , WA 98239

I support extending the comment period 60 days to enable testimony from the surrounding islands and communities affected by NAS operations. A fair examination of the subject demands that these people be afforded their chance to speak. Any actions or decisions reached without their input raises serious questions about the integrity and intent of the study and casts the Navy in a bad light. For these reasons, please extend the comment period to include everyone affected.

(b)(6)

0507

Coupeville, WA 98239

The following is a page from the website, www.disclosuredeception.wordpress.com The Comparison Chart shows what was left out of the 1992 disclosure form when the 2002 form was adopted, "recommended and supported" by Navy Liaison Rich Melass <http://disclosuredeception.wordpress.com/disclosure-statement/comparison-chart/>

(b)(6)

0508

Coupeville, WA 98239

The following is a page from the website, www.disclosuredeception.wordpress.com The Comparison Chart shows what was left out of the 1992 disclosure form when the 2002 form was adopted, "recommended and supported" by Navy Liaison Rich Melass <http://disclosuredeception.wordpress.com/disclosure-statement/comparison-chart/>

(b)(6)

0509

Camano Island, WA 98282

I was privileged to take a tour of your NAS about two months ago, and was so impressed by the facilities. But I was more impressed by the men and women who staffed the facility and who put their lives on the line for us. The purpose of this letter is to express my support for the flight ops that you conduct at the Coupeville facility. Freedom is not free, and if some of the residents of the surrounding community have to lose some sleep because of the noise, so be it. I fully support your use of the facility in any way you deem necessary in order to train our pilots for carrier landings. It would be a real travesty if a Navy pilot lost his life because his or her training was negatively impacted by this "controversy". Keep up the great work and do what is best for our Navy Pilots who are the best in the world.

(b)(6)

0510

Clinton, WA 98236

Here are two people who want the navy to stay, and continue to use the touch and go field as much as is required for training. But only as much as necessary. (b)(6)

(b)(6)

(b)(6)

0511

Coupeville, WA 98239

I support the operations at the OLF. We knew about the flight operations there when we purchased our house and signed a document certifying that we knew this. OLF operations are critical to our Naval airmen, and add to the economic health of our island.

(b)(6)

0512

Lopez Island, WA 98261

I live on Lopez Island. The noise from maintenance run-ups on the tarmac at Ault is extreme and can happen for many hours during the day and into the night. In some ways it is more disruptive than flyovers. Right now with the existing aircraft at Ault field the noise is deafening. I am certain if the military were not exempt from the 1972 Noise law - this noise would not be legal. ENGINE RUN-UPS With the addition of 2 squadrons of EA-18G's plus the 12 Australian EA-18G's - what would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects sleep, creates stress, and makes regular conversation difficult. Ear protection does not even begin to dampen the sound which literally vibrates the body. A partial solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. What would the navy do to protect the surrounding communities from this invasive noise which lowers our property values and makes our homes unlivable and unhealthy?

(b)(6)

Clinton, WA 98236

0513

I support the Whidbey Naval Air Station and all Naval Activities on Whidbey.

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I support the base and their practice protocol.

(b)(6)

0515

Greenbank, WA 98253

Please extend the scoping process for another 60 days so that other communities and counties can be included in the comment process.

(b)(6)

Langley, WA 98260

0516

All property owners signed a waiver about the noise before they bought. The crews deserve all the training they can get. Carrier ops are dangerous. I was in Marine Air (helos) that was bad enough.

(b)(6)

0517

Lopez Island, WA 98261

I live on Lopez Island and noise from Whidbey NAS jets makes it difficult to concentrate and conduct regular activities like have a conversation, talk on the phone for my work, or sleep. Noise often continues until 11PM and sometimes considerably later. I request that the Navy change its system of measurement from (DNL – Day Night Average Sound Level) to a system that accounts for real-time and peak noise exposure. Looking at simple averages only clearly does not capture the impact on people and wildlife or short duration high-intensity events like jet noise. It's like pouring scalding water on someone and then telling him he couldn't have been burned because the average temperature he was exposed to throughout the day was not high. NAS jet noise is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? What will the Navy do to mitigate this noise? I further kindly request that a 60-day extension to the EIS process be provided and a public meeting held on Lopez Island.

(b)(6)

0518

Freeland, WA 98249

Please extend scoping period to include communities effected but not notified of comment period ending 1/3/14.

(b)(6)

0519

Freeland, WA 98249

I find it hard to believe that there are people here on Whidbey Island who purchased property with full knowledge of the noise "hazard" of the OLF, and who now propose to change the rules in what they perceive to be their favor. But what is in their favor goes against the national interest, as well as the economic benefit of the great majority who live here. Shame! (b)(6), in Freeland

(b)(6)

0520

Langley, WA 98260

I in support of the base and their practice protocol at the OLF. We need their expertise in protecting our nation and their contribution to our economy here.

(b)(6)

0521

Langley, WA 98260

I in support of the base and their practice protocol at the OLF. We need their expertise in protecting our nation and their contribution to our economy here.

Langley, WA 98260

The people that are complaining knew of the airport noise when they purchased their homes/property. They had to sign an airport noise disclosure form at the time of closing, so I don't understand how they have "a leg to stand on" in the lawsuit. The complaint that the Navy is using the OLF too much is also ridiculous. It is theirs, they can use as much or as little as they want. The Growler is a new platform for these aircrews and the use of the OLF is essential in the training and eventual operational use of the aircraft.

(b)(6)

0523

Freeland , WA 98249

Totally opposed to any discontinuation of this field...truly the people who are advocating this are self centered folks who do not appreciate the military and their significant contribution to our community and our country.....ashamed of their actions....lived on Whidbey for years....what an ungrateful bunch!!

, 98260

Please extend the public comment period for the Coupeville Growler EIS. Putting this comment period over the holidays is unfair, people are travelling and busy. This issue is of EXTREME importance to the livelihood of many. The Growlers have been very destructive of the life people have known here for generations and what many of them were sold on when they moved here. The noise waivers that real estate agents have their clients sign are hardly enough warning of what the real impact is.

Coupeville, WA 98239

The following is a page from the website, www.disclosuredeception.wordpress.com Internet Harassment Internet Harassment "You Were Told - Shut up or Move!" The words "you were told, or you should found out, so shut or move" are said in a variety of ways to people who complain about noise on the Internet. . There is a lot of pain involved when you find the right home at a great price, get no disclosure, move in, experience the jets, and hate the noise. It gets worse when you are then harassed. In a fight, it is easy for any bully, especially one with low intelligence and no compassion, to reach for an inappropriate weapon. This one is cruel, and it is also a lie. Will the lie stop? Will discovery of the truth cause this lie to stop? It seems unlikely. It has been useful in kicking people who are already down. People who use it appear to see it as a way to support the OLF and a way to win a popularity contest. Each version of the lie has a "gotcha" element, a righteous tone. It would be too horrible to really imagine what it is like for someone who did not know about the jets to find they were trapped under Growlers. Navy personnel choose life on an aircraft carrier. It is quite another thing for a family to be trapped there. For most, there is no option escape by moving, because after one move, another is unaffordable. The following is a list of various versions of the lie gathered from the Internet in less than an hour: "Dirty Coupeville hippies hate America." I can't wait for the 'deafening' sounds of freedom to drown out our Anti OLF friend. I bring a copy of the acknowledgement we all signed, and the map of the noise zones. You should have done your homework as most homeowners do PRIOR to a purchase or done more to keep the U.S out of wars so that vital training is not needed 24-7. You're just one of those that bought cheap because of the noise zone and are expecting to pad your pockets in the near future by selling high. *****hears Justin Timberlakes "Cry Me A River" playing in the background***** These folks signed NOISE. DISCLOSURE. AGREEMENTS. These folks know KNRA/OLF Coupeville is a national defense installation. These folks know patriots like us WILL answer the call to serve our troops. To the dirty coupeville hippies comment.... IM from coupeville and so is my family and we support the navy. Not all of us people from coupeville are against it Military children live with that noise most of their lives, none of them are deaf. This is a group of people who KNOWingly bought homes here. And expect the whole island change for them Mac is trying to reach 5000 signatures. If you haven't signed his "Save the OLF" petition please make it to Hilltop Texaco (in Oak Harbor) by noon tomorrow (Friday) OR you can find it at Squadron Spirit on Ault Field until 4 pm on Wednesday, October 16th. Take your friends and family! The more the merrier! CLEARLY all these people had to sign the same paperwork that I have signed (on 2 separate occasions) upon buying their house in this area that states "THIS PROPERTY IS WITH THE NAVY'S FLIGHT PATTERN, THIS IS A NON-NOISE ORDINANCE ZONE!!" So anyone building and buying knew that the Jets were there along with their noise. When house hunting in the '90s for renting and buying the noise ordinance was in the agreements and disclosures. It was just plain foolish for anyone to build a house that close to the OLF and expect not to be affected. Don't like airplane noise? Stay away from airfields! Well if its the OLD FOLKS WHO ARE COMPLAINING ABOUT GOING DEAF??? DONT they know being deaf IS A GIVEN IF YOUR AN ELDERLY PERSON,,,?? Didn't they sigh something before they moved into the houses knowing that there will be planes flying around that area?? you know we came to

whidbey56 years ago , the navy was there already.if you don't like the noise leave, we are use to it, so what the planes practis, it is the sound of freedom, don't forget it. these people need to move back to california if they don't like it. Re such developers (they choose to build near bases for the \$\$\$ as people wish to live close to their jobs). Why then, are the buyers surprised when they hear jet noises? Also re: developers (and dumb buyers) if one chooses to build their home BELOW sea level (eg Louisiana) they should not expect other tax payers to bear the burden of rebuilding the dikes holding the sea back. Ditto - cliffs near the ocean (Malibu) - the home will, sooner or later, slide DOWNHILL (duh). To those people who are complaining. When did you buy your house by OLF. Before or after the field was there? If the field was there before you then you have no complaint Funny how when the military tries to establish bases away from populated areas, the economy they create attracts people, who then complain about the very reason there is an economy where they moved to. Kinda like ticks bad mouthing the dog. Count your blessings, and if you don't like the noise... There are always alternatives Why dont you just move !!! I got a solution MOVE!!! Secondly, as I have stated before (and as I have seen in many comments previously), those opposed to the noise have moved here obviously not realizing the noise that the thrust of these jets produce. How is that the Navy's fault that these people did not do their research before buying their dream retirement home on nice, quiet Whidbey Island? I am reminded of the story of "Howling Acres" wolf sanctuary in S. Oregon that faced a court ordered shut down notice because of complaints of noise from the wolves from a new neighbor that recently purchased a plot of land next to theirs. Even though the sanctuary finally won the battle, it cost them dearly. (...and, no. Before you ask, I am an Whidbey resident of MANY years, and moved here as a young teen from Bothell... so don't even go there!). National security trumps the convenience factor of people who mainly moved into the OLF area AFTER it was built and placed into operation. The OLF has been here for quit some time. These people chose to move or live here. This is unreal to me. That noise is SO the sound of freedom and some of you complain about that. Seriously unreal and embarrassing that you and I live in the same place. This makes me sick where the hell do they think they moved too? I love that field They knew it was there when they chose that location to live I'm sorry, but the OLF was built long before most of the homes in the area. You can't move into a place then demand they change their ways to suit you. I grew up at the end of a major International Airport and Air Force Base, as well as being a resident of Langley, you occasionally get the noise from Paine Field. There are many more pressing matters to concern oneself with than jet noise. You can't move into a place then demand they change their ways to suit you Tom? That quote totally belongs in noise-ordinanced Langley Don't give a d@mn when you arrive, would like to know when you will move. I was born here 60 plus yrs ago and don't mind the fly boys at all. The Everett Herald ran a story a couple years ago where she bragged about buying her farm, near the airfield, without ever even seeing it (apparently despite the noise disclosure residents near the field are required to sign before renting or buying). In other words, she signed the disclosure saying she was ok with the noise of training operations, then turned around and joined a lawsuit to restrict the Navy's training operations. Got news for you, that "quality of life" hasn't existed on Whidbey Island since 1942. Unless you've lived in your home since before then you have no real right to complain. People who put themselves into a situation like this are the worst kind of NIMBY's. Only the ignorant moves next to a Military base and its outlying fields and then starts complaining about noise. Coupeville is nice but this is like building a house next train tracks and then asking the train to move.

Or next to SeaTac and asking it to shutdown. They do have to train somewhere. Perhaps Coupeville residents can pay to have another field bought or built elsewhere. Next time you looking for a quiet place to be try looking at a map first. Let the whiners then figure out what to do when businesses close and Whidbey goes into decline. The loss of jobs on base, loss of jobs serving people and their families assigned to the base, loss of sales due to less consumers after they leave the base would cripple the Island. Maybe move the base to Detroit! Oh, give me a break! The Navy has been using that bounce field for decades, and I guarantee you there is not one plaintiff who was there before it. My word to them: you came to the neighborhood, deal with it. Homeowners, move the heck away from there if the noise is a problem. That noise is part of the sound of liberty. All people who purchase home in the AICUZ noise zone surrounding NAS Whidbey and the NOLF at Coupeville are required to sign a noise zone disclosure statement that they are buying a home in a AICUZ noise zone. So, if you know FOR SURE that a business is pro-OLF please let me know. I will post a list to help guide us to supporting those that support the OLF. I will not, however, post anything showing which businesses are believed to be anti-OLF This is a sad case of buyers remorse and irresponsible people that want the economy to suffer so they can gain financially. They build their house next to a Navy base... and didn't realize the Navy base had airplanes. So, now it is the Navy's fault. I guess in the purchase paper, there was no mention of the Navy base next to their house and they were too stupid to notice it. Get a lawyer. He needs your money. Lots of out-of-work lawyers around who will take your money. The Navy base isnt going anywhere. The Naval Air Base opened in 1942. If you are not smart enough to realize planes take off from an airport and that planes are noisy, well there isn't much more that society can do for you. This isn't a airport that should feel the need to cater to its customers. Their preparing to defend our country get over it or move Easy, planes get bigger every year. The noise will go up, dont be stupid enough to live next to an airport. Why risk the chance of loud noises if you cant handle it. There are plenty of places to live in America. Your not getting any sympathy from me, these people are preparing to defend this country Yes and the train whistle is to loud, and I have to wait in traffic to long, and the Boeing test flights over my house are too loud. That sound you are complaining about is the sound that helps to keep this country free and allows you the right to complain. There is a distinct difference between complaining and whining I lived in Oak Harbor off Torpedo Road for a number of years. When I bought the house in 1976 the real estate agent informed me that I would be in the flight path of jets and other Naval aircraft. I had the choice then to either walk away or buy the house - I bought the house. OLF Coupeville has been used as a "touch and go" field since the 1940s - I'm sure that when folks bought their land/home in that area they were made aware of the goings-on. On another noise issue - fog horns - I worked at a facility just off a major shipping lane on Georgia Strait where the fog horn was required to be activated whenever the visibility dropped below 1/4 of a mile - we fielded countless calls of individuals complaiing of the fog horn even though the facility had been there for over 50 years...and it always seemed to be the "johnny-come-lately" that raised the biggest fuss...similar to folks moving in next to a farm and then complaining about the manure smell... Gale...You realize this person has an agenda that they will benefit from...Like a realtor for example...Maybe just a home owner looking to increase his asking price in the future...for a couple of many examples. Home owner associations use this tactic as well.I don't even live there and don't follow this story at all. But it's plain as day in regards to a hidden agenda Pretty obvious the long term residents and community leaders are fine with the sounds that have been going on

for decades. The new outsiders who have moved in are the one causing all the uproar, as usual. The move to the country for the good life, and bring their crap with them To the supporters of this absurd idea to close OLF; it's a Naval airfield, you moved there, you knew the consequences of the jet noise, you should either move or get used to it and be thankful it represents freedom where our fine men and women can train to protect and serve their fellow Americans The only picture that we are getting is one of a few very selfish vocal people who knew what they were getting into when they signed a disclosure statement when they bought property here. If you were unaware of the noise that has been here since August of 1967 and bought property here anyway you were either taken by the local real estate agents or just plain ignorant. This is not a new issue, if you have lived here for any length of time you would know that. Every few years we see a group like yours pop up making the same claims that were made years ago...nothing new here...just a new cast of characters that think the sun revolves around them and them only. You are quite the pathetic creature you are. You knowingly signed a disclosure statement that said you bought a home in an area that many would consider to be unliveable and now you want us to believe you are making this an issue because of some greater need and where the military is running over the populace with actions and inactions that is causing "poor water quality, poor air quality, and poor quality of life". What about your own actions? Where does THAT fit into this? What about YOUR decision to move here knowing that you are buying a home in an area that your disclosure statement stated was considered by many to be unliveable? You take NO personal responsibility so now you are blaming "This type of thinking" for your problems? Yes Robert, the problem lies with you, not the military, not Whidbey Island and not the citizens that are opposed to your thinking...YOU are the problem, not us. You ignored your very well written disclosure statement and now you want everyone else to pay. That is the true meaning of pathetic... You have no "agreement with the Navy", you have a disclosure statement that stated the property you purchased was considered by many to be inliveable due to the noise. What degree of "unliveable" do you not understand? You knew this before you purchased your property and purchased it anyway and now you want to change the world to fix your problem. You are a perfect example of people not being responsible for their own actions. The property owners of central Whidbey should mitigate their perceived health and safety hazards themselves. They should not just move and pass them on, they should be required to fix them, then MOVE. I am sure if you are required to fix this perceived nuisance it will not be that big of a problem, and the Jets will get a lot quieter. Unless residents bought their property before 21 Sep 1942 (the date the base was commissioned), wouldn't you expect air noise from a naval air station? Why did you choose to buy property there and not expect any noise? The problem is, "you believed the people you bought from" and did not read or full understand the notification in the closing documents. That is your problem, now go fix it. Blow some insulation in the attic, that's what I did.. 400 bucks and a couple hours time make a huge difference. Home depot has the machine and the glass. The people who have chosen to live near that jet airport made a choice. It was THEIR choice, and nobody forced them to do so. Now, I suggest people sound-proof their homes, just as John has suggested above. Should anyone reasonably expect that, as time moves forward, the noise levels near near a jet airfield are going to decrease? That's foolish thinking Your last paragraph sums it all up ! What did they think they were moving next to , a half way house for recovering mimes ? Duhhhhhhhhhhh..... Why should any disclosure need to be made to someone buying property near any of the airfields? They are big as life, visible to the

public, and in the case of airfields in Island County, there are maps and other information on the county public website. Is the public so lame they cannot be expected to do their own due diligence? Some days people seem to argue that we're over regulated, other days that we don't regulate enough. Do we coddle everything now? Disclose! A giant bat might bite you and give you rabies! Disclose! A giant slide might happen and take your house! Disclose! A wild moose might start living in your field and try to mate with your cow! Disclose! There are often 3 hour ferry lines! Disclose! The beaches aren't all public! Disclose! Deer run onto the highway every day/night! Disclose! Cell service doesn't work everywhere here! Well ... I think you get the picture. What home owners are blaming themselves? NONE.. please. Grow up, people. The Noise was NEVER a SECRET, nor were the flight paths. Take PERSONAL RESPONSIBILITY

(b)(6)

0526

Lopez island, WA 98261

I have lived on Lopez Island since 1978. In the early days the noise from Navy Whidbey was an occasional event. In the last 15 years there have been times when some of us have had to leave our homes because the noise was so extreme. HEALTH EFFECTS There is well documented evidence showing correlations between noise (especially noise over 90 decibels) and heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immuno-toxicity, sleep disturbances, depression, anxiety, cancers and stress related disorders . This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. Noise monitoring stations should be set up on all the islands in San Juan County as well as neighboring communities. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages. How will the Navy address the health issues in the surrounding communities caused by exposure to the noise generated by the projected 114 EA-18G's which will be based at NAS Whidbey in 2015? I request that the Scoping Process for this EIS be granted a 60 day extension to allow the affected all communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County.

(b)(6)

(b)(6)

0527

Lopez Island, WA, WA 98261

As a Lopez Island resident, I strongly object to the proposed new jet noise schedule. The noise at present is deafening. More study is needed to find reasonable mitigation measures for Lopez Island.

Coupeville, WA 98239

I am retired and live in the Town of Coupeville. My husband and I moved to Coupeville full time in 2010 however we have been visiting our daughter, son-in law and two young grandchildren who live on Conn Road (about a half mile from the OLF) for over the last ten years. Also, I have boarded my horse on Patmore Road (about one mile from the OLF, in the other direction) for the last three years. I was well aware of the noise from the OLF before I moved to Coupeville however, since 2012 the frequency and loudness of the flights has increased substantially (until the flights stopped in May 2013). Although I have no way to measure the decibel level, the new planes are much louder and the planes were flying a lot more than when we first moved to Coupeville. When we are at our daughter's house and the planes are flying, the young girls cannot talk, hear, or even play. They stand still and hold their ears. During the summer they cannot play outside when the planes are flying. On two occasions I was riding my horse in Rhododendron Park when the planes started flying. The first time was before the Navy altered us (in the Newspaper) of the flights and the second time was after an alert, but the planes had flown in the morning and I thought they were finished. My horse is normally very calm but when the planes started flying over, I could feel the ground move, the sound was overwhelming and the horse was terrified, as was I! Our house in Coupeville normally does not have flights from the OLF directly overhead but when the jets fly at night, and that seems to happen fairly frequently, they keep us awake long into the night, often past midnight. I am not anti-Navy. I grew up in a Navy family. My father was the Captain of a Destroyer Escort in WWII, and stayed in the Navy Reserve until his death. He rose to the rank of Rear Admiral and served as the National President of the Reserve Officers Association. He received a full military funeral upon his death and was buried at sea from a Navy ship. I appreciate and honor the Navy and the men and women who serve. However, because of the increased impact of the new louder jets and the increased frequency of the flights, I believe that the OLF should be closed or very limited in its use. Our community of children, animals, wildlife (eagle and hawks are always seen hunting at the OLF) and people has grown to the extent that the jets are not compatible with a safe, healthy environment. Please relocate the training flights that would occur at the OLF so that our Navy pilots can be well trained and our community can continue to be a wonderful place to live. Thank you for this opportunity to comment. One more suggestion: Please remove the very offensive concrete "wall" that was recently placed around the OLF. It is not necessary and it creates a very bad impression of the Navy's presence in our community and in the National Historic Preserve. Thank you, (b)(6)

Lopez Island, WA 98261

EIS Scoping comment Subject: psychophysical impacts January 2, 2014 I am writing to request that the EIS consider the neurological, physical and psychological impacts of EA-18G aircraft noise. Human response to aircraft noise is not simply a factor of "loudness." Aircraft noise is much more likely to cause feelings of fright and fear than street noise of equal sound level (70 dB). (Kryter, 1994.) Living on the south end of Lopez Island, I am exposed to aircraft noise from overflights, engine run-ups, and training flight ops out of Ault Field. Noise from the EA-18G is experienced differently than noise from the EA-6B "Prowler" it replaced. I have described my subjective response to the noise specific to the Growler as a shattering of the atmosphere, both externally and internally. I don't hear it in my head as much as I feel it in my gut. It engenders a sort of pre-conscious stress response which I suspect is related to the "frequency" of the sound, which is significantly lower as compared to the Prowler. A comprehensive EIS will include consideration of the connection of the human cochlear system to the autonomic nervous/glandular system, the auditory reticular system, and higher-brain centers and the triggering of the "flight/fight" response in humans in response to aircraft noise. How does the perceived noisiness of the sound emitted by the EA-18G Growler affect changes in cardio-vascular and gastro-intestinal activities in the human body, and what are the neurological, physiological and psychological consequences on human health as a result of repeated exposure to this kind of noise pollution? (b)(6) Lopez Island, Washington 98261

Coupeville, WA 98239

The inhumane noise the Navy produces that so many complain about would be much more difficult for the Navy, the County, government representatives, and the community to ignore if they had not all thought home buyers had received legal disclosure of the noise in the jet zones. How will the Navy respond to the fact that realtors broke county law and hid noise, trapping buyers in a life they hate? There has been no disclosure. The lie "they were told" affected the actions of the Navy. County and city officials are spreading the lie even since they have learned the truth. One example is Jill Johnson. Go to

<http://disclosuredeception.wordpress.com/harassed-and-robbed/harassment-by-leaders/>.

The group that presented the petition know they were based on a lie. The issue has become like a sports event - how many are harmed by noise by how much, and how many support the Navy, fueled in part by assuming they were told and the responsibility rests with ignoring disclosed information and making a bad decision. Here is the content of the web page: Jill Johnson Petitions Commissioner Johnson had chosen to use the "they were told" lie to get attention by presenting petitions based on the lie, and now that it has been revealed that buyers were deceived and the legal disclosure not used, she has changed her tune to "they should have known." Janis Reid wrote in the Whidbey News Times: Johnson said she believes it's a homebuyer's responsibility to research the area. "If you buy a house near a train track, you can expect a train to go by," Johnson said. "I am unclear on how so many people were confused. Nobody forced them to live here. The county doesn't regulate choice." Most people living under Growler jets would welcome a train. The tracks are easy to see, too. Not so with jets. People fly in from Seattle to look for a home, and may never see a plane, or even the OLF, especially if looking in Admiral's Cove. As a county official, she might review her stated mission to protect citizens from noise that is far worse than a train. The county doesn't regulate choice, but it denied buyers the right choice when noise information was not provided to them. The 2002 disclosure, denied builders, and home buyers because it was used by realtors, the ability to see better options than life under the jets. The following chart shows a train at 80 decibels. The Growler jets fly over Admiral's Cove at 134+ decibels, or 32 times louder (noise doubles with every 10 decibels). It is more than twice the level of pain, which is why people grimace, cover their ears, and, of course, complain. But why blame buyers? Why not just tell them? Click to open the following image: train jet comparison Commissioner Johnson obviously cares nothing about the harm done to buyers. The end justifies the means. But as a supporter of the Navy, Commissioner Johnson should know that this indifference shown by her hurts NASWI too. All military bases depend on local governments to provide disclosure. The carelessness shown by the 2002 Commissioners, resulting in a disruption of disclosure, has been disastrous, and will get worse. Full disclosure is the norm around military bases, but not here. Even County Commissioners don't think it's necessary. Can you imagine Captain Nortier explaining the disclosure situation here, as well as the community hostility based on a lie that buyers were told to military leadership? This is the result of responsible leadership being replaced by a popularity contest at the expense of people being trapped into an impossible situation instead of just being told about the jets, as county law, military procedures, and a good moral compass, would dictate.

Mount Vernon, WA 98273

As a resident of Skagit County, located where NASWI traffic turns right final for runway 25, I have some very strong opinions about the scoping process. **NOISE** In a landing configuration the EA-18G is MUCH louder than the EA-6B. This has been confirmed with a decibel meter and should not come to any surprise to the Navy. According to comments I received at the Anacortes scoping meeting, there is NO noise mitigation built into the EA-18G design. I request that actual, ground-based sound readings for all possible patterns are part of the EIS. These sound readings should occur in a worse-case scenario, (i.e. multiple planes in the pattern on a cloudy day) The Navy loses a great deal of credibility with US citizens when it continues to portray the EA-18G as a quieter aircraft. The first step in regaining credibility is to use actual, non-computer modeled, ground-based, noise measurement techniques. **FUEL DUMPS** I request that the full impacts of intentional and unintentional fuel drops be studied. I have found my steel roof (and yard) covered in JP-8 three times in the last three years. I am told this should never happen, but it does, so therefore I conclude they are inevitable. **ECONOMY** As a home-based worker, I am unable to perform conference calls with clients and co-workers during flight operations. I am considering moving away due to this fact. I request that the impact of increased flight operations on the economy be considered as part of the EIS – specifically, the LONG-TERM effects of unbearable noise on my county's growth and its effect on attracting high-paying STEM-based jobs. **HEALTH** Studies have already shown that health damage occurs at a level far below current noise levels. I ask that health of the residents be considered in the EIS especially the HEALTH OF DEVELOPING CHILDREN. **BASE ACCESS** I ask that increased traffic on the single choke-point bridge (Deception Pass) to the base be considered as part of the EIS. This is an old, dangerous bridge which is already above full capacity. **CRIME** Whidbey Island is currently plagued with burglaries – about 1 per day. As part of the EIS, I ask that the effect of increased personnel be studied as it relates to an already unacceptable crime problem on the island.

(b)(6)

0532

Camano Island, WA 98282

We live directly across the water from Oak Harbor. As a result, we see and hear the jets every day they fly. Depending on the weather/wind they are frequently low and slow over our house. We think it the sight and sound of freedom and greatly appreciate what the planes represent. We are appalled at these protests and the publicity they have received. I am confident the majority of these protestors moved to Whidbey with full knowledge of the plane traffic and now find the "courage" to protest against them. They give no credit to the consequences of loosing this wonderful community asset. If there are public hearings I plan to attend.

(b)(6)

0533

Oak Harbor, WA 98277

Closing Coupeville OLF would be a disaster for the economic wellbeing of Island County. I don't think OLF proponents have clearly considered what would happen if they were successful.

(b)(6)

0534

Coupeville , WA 98239

I wanted to say I grew up with the airplane noise and never have I once thought it was a hazard to my health. I am proud to hear the planes fly and I hope this continues. Note: I have two young kids and never have I felt that there health is at risk. Keep flying. God bless the USA and thank you to those of you who serve our country.

Coupeville, WA 98239

Letter to Captain Nortier

<http://disclosuredeception.wordpress.com/harassed-and-robbed/letter-to-captain-nortier/> I have exchanged a number of troubling emails with Michael Welding and Jennifer Meyers. They may have shared the content of that communication with you, as I requested. I have been concerned that these representatives are discounting the importance of disclosing noise to buyers of homes in the noise zones surrounding military installations because they have said repeatedly that the Navy has no responsibility for the disclosure currently being used by the County. They may not know that the Navy has routinely been involved elsewhere, and played a major role in the formation and adoption of the last two disclosures here. First the Navy provided the information for the full disclosure statement in 1992, then it was a party to stripping it in 2002 so that it now discloses next to nothing. The strength of the Navy and the Navy image depends on each individual representative. Jennifer claims the Navy is just another land owner in the County, gravely discounting the huge influence it does have, especially with the Island County Commissioners who frame the law for any disclosure. Jennifer is unaware that the disclosure used by every realtor in Island County is not the same disclosure adopted into law in 1992. She sends out the older disclosure to show how much it does disclose, not knowing that all of the information it contained was removed in 2002. Neither she nor Mike seem to care that people make disastrous choices when buying on Whidbey Island because lower priced houses with views in the noise zones are very attractive to buyers who know nothing about the Growlers, when comparing with other properties. Realtors like the 2002 disclosure because houses under the flight path are easier to sell, and when people first experience the jets and find they can't live with the noise over time, these houses sell faster, especially as the noise has become louder. When told about the short comings of the old compared with the new, they say every realtor discloses fully, and they do not want to change the disclosure. In 2002, there were Navy representatives who didn't care about people whose lives would be made a misery when the 2002 Noise Ordinance was adopted, which included the 2002 Noise Disclosure. The Navy Liaison, Rich Melass, is on record in the August 12, 2002 Island County Commissioners Meeting Minutes (attached), that he "supported and recommended" the amendment making the new disclosure the law. Rich, and possibly others in the Navy, did not insure that buyers were protected to prevent against the remorse that exists today. The Navy's role in stripping the disclosure is even more insidious, because those same buyers living in misery are subject to continual harassment by the community which is desperately trying to win the fight to keep the OLF. Complainers should be willing to sacrifice their right to live a normal life to the Navy, or be judged unpatriotic because, after all, "they knew." They fight hard, and it is sometimes nasty. The Pro-OLF combatants are empowered by the lie that buyers were warned. It is inconceivable that a County Commissioner will present thousands of signatures to the Navy to save the OLF at the EIS Meeting based on the lie that the people who want to close it down are responsible for their own problems with the noise and should "shut up or move." The County is responsible for adopting into law a form that was written by NMLS attorneys, as signified by their copyright on the top of the form from realtors use. (attached) It was obviously written to ensure that they were not told, but leaving the realtors and the County protected. Again, the amendment was

recommended and supported by the Navy. I've attached a number of documents to show the deception and the steps I have tried to take to reveal it. I have attached the 1992 Noise Disclosure. The Navy spends millions measuring noise around military installations and is well equipped to provide excellent EPA, FAA, and DOD guidelines to county governments on how to disclose noise. The Navy assisted with the development of the 1992 Island County Noise Disclosure, which did provide full disclosure (see attached 1992 Disclosure). The 1992 disclosure had included important information including 100+ decibel level measurements (outdated as they are eight times higher now), routine flights day and night, noise zone maps, reference for buyers to consult the Noise Ordinance, and more. Compare that with the 2002 Noise Disclosure I also attached. In the 2002 stripped disclosure, "military jet aircraft noise" became "significant airport noise," buyers were given the suggestion to consult the Noise Ordinance if they were building, and not told where to find it. Everything else was removed. The 2002 disclosure is currently used by all realtors to disclose noise to buyers and they do not want to change it (see attached realtor form). Properties are easier to sell and they sell again more quickly - not a motivation for all, but surely a temptation. I attached a comparison chart so that you can see them side-by-side. Although every realtor uses the 2002 deceptive disclosure, at least one County Commissioner, Helen Price-Johnson, disputes whether it is the legal version. The practice of using this stripped disclosure is deceptive advertising at its worst, and I have alerted the State Attorney General's Office of my opinion by filing a complaint. The Island County Commissioners and other government leaders have been confronted with this deception, but are very unlikely to do anything. Or worse, they will write an honest disclosure that will trash property values in Island County even more, crushing the buyers already trapped. I have attached a letter I sent to the Prosecutor's Office after Commissioner Price-Johnson said she had staff there looking into it over a week ago. Is the Navy going to do something to dispel this myth? Is the Navy going to assume the community support would be the same if the citizens knew buyers were deceived and the Navy was a party to the deception? Will the Navy accept the Pro-OLF petitions signed under the pretense that complainers were warned? Will the Navy fly again in January over families who were deceived by the 2002 Noise Disclosure, and many more never received any disclosure at all? I want to be proud of the Navy. My husband served at Miramar NAS. We are not complainers and have never been politically involved. But what has happened here is morally wrong and probably illegal, just like the noise level and so many other things. People have been hurt, this needs to be fixed, and the Navy needs to take the leadership role it should have taken in 1992 to fix it. The community perception that buyers were warned needs to be changed and the Environmental Impact Study should include an investigation into the disclosure deception. The Navy needs to assume their part of the responsibility for fixing this problem.

Oak Harbor, WA 98277

I spoke to your stenographer at the meeting at Coupeville on December 4, 2013. These are additional comments after looking at your pamphlet. I have come to Whidbey to purchase a property. I had one staked out in Ledgewood Beach . However, because there is such a lack of information, untrue information and uncertainty as to the future "noise" I will probably buy in Freeland or Greenbank, , but feel my comments are still relevant since your proposal and the "growler" issue caused me not to buy the house I wanted therefore impacting property values. I might also add that I was lied to by my realtor who told me that there was only two days a month that the "Outlying field" was used and he didn't tell me about the new proposal so I feel especially sorry for those who purchased houses in the past because they probably were lied to also. ISSUES: 1. After reading your pamphlet I have come to the conclusion that THERE IS NO REASON TO HAVE EXPEDITIONARY SQUADRONS TRANSFERRED UP HERE (2 squadrons 10 planes) AND THE EXPEDITIONARY SQUADRONS HERE SHOULD BE MOVED AS PROPOSED IN THE 2005 EA. THESE PLANES LAND ON THE GROUND THEREFORE CAN MOVE TO A NON POPULATED AREA SUCH AS MOSES LAKE OR EL CENTRO. OR ANYWHERE PEOPLE ARE NOT IMPACTED. Considering the negative impact the noise issue would have on property values and living conditions for the people MANY ELDERLY , who live in Coupeville I feel there is no other choice and am saddened that the army would try and ruin the lives of these people on Whidbey for no reason. 2. Logic tells you that pilots that have already been thru initial training can be trained anywhere. YOU HAVE NOT STATED WHY THE TRAINING ON THE OUTLYING FIELD IS SO BENEFICIARY. If there are objective reasons Coupeville and Oak Harbor have some objective qualities for training then I guess it would be important to train new pilots here , but still no reason to train pilots that have been thru initial training Air Carriers move the Island doesn't. Weather conditions change in all areas of the country. It would seem California would be the best for training because of the constant weather permitting training all year. Pilots that are already trained and serving can do training on carriers which is the best training. Unfortunately this seems like a situation where the "big guys" are just picking on the "little guy". IF SOMEONE TRIED TO CHANGE THE RULES IN THE MIDDLE OF A FOOTBALL GAME THERE WOULD BE OUTRAGE. People came here and accepted the fact there would be a certain amount of noise. . If the navy continues their proposal and makes their lives miserable it should simply buy them out so that they can buy in another area a house that is comparable. even though many are too old to move without physical consequences. THE FOLLOWING ARE A FEW RANDOM COMMENTS: 1. The county and the navy have not made it possible for people to make an informed decision. The gentleman who was your spokesman at the "noise+ booth" said that noise zones don't change when responding to someone who said they had not had planes flying over previously and were not in the noise zone. I went to the county and asked that they make the boundaries in their map clearer. I was informed that the map was no longer correct because there were new planes. SO NOISE ZONES DO CHANGE BUT NO ONE IS INFORMING THE CITIZENS. 2. By withholding pertinent information you STIFLE PUBLIC COMMENT. YOU PROPOSE THE ADDITIONAL FLIGHTS BUT DO NOT TELL WHAT THE DISTRIBUTION WOULD BE BETWEEN THE FIELDS. YOU HAVE TO HAVE SOME IDEA OF HOW MANY INCREASED FLIGHTS TO EACH FIELD

WOULD OCCUR IF THE MOVE OF THESE SQUADRONS OCCURS YET YOU DO NOT SPECIFICITY . If you told people 2/3rd would go to Whidbey there would be a greater outcry and the same would be for Coupeville. 3. You do not say how many total aircraft will be stationed here. For example you do not make it clear if the reduction of planes proposed in 2005 (52 growlers to replace 72 prowlers) is in affect. Ex Are you asking to add 10 new planes plus replace 72 prowlers with growlers or are you proposing adding 10 + 3 planes to 52 growlers? 4. The real decibel level which you show as 128 and or 111 not averaged , requires ear protection by OSHA so why are you allowed to subject people to this amount of sound. I believe this is about the decibel level of a "chipper" used to chop us trees after cutting. 5. The effect to environment is important. Now you tie planes down to use up excess gas what will this do when you have more planes. Birds etc. are affected by noise etc. but it seems no one seems to care. Thanks for considering these comments. © 2014 Microsoft Terms Privacy Developers English (United States)

Oak Harbor, WA 98277

I spoke to your stenographer at the meeting at Coupeville on December 4, 2013. These are additional comments after looking at your pamphlet. I have come to Whidbey to purchase a property. I had one staked out in Ledgewood Beach . However, because there is such a lack of information, untrue information and uncertainty as to the future "noise" I will probably buy in Freeland or Greenbank, , but feel my comments are still relevant since your proposal and the "growler" issue caused me not to buy the house I wanted therefore impacting property values. I might also add that I was lied to by my realtor who told me that there was only two days a month that the "Outlying field" was used and he didn't tell me about the new proposal so I feel especially sorry for those who purchased houses in the past because they probably were lied to also. ISSUES: 1. After reading your pamphlet I have come to the conclusion that THERE IS NO REASON TO HAVE EXPEDITIONARY SQUADRONS TRANSFERRED UP HERE (2 squadrons 10 planes) AND THE EXPEDITIONARY SQUADRONS HERE SHOULD BE MOVED AS PROPOSED IN THE 2005 EA. THESE PLANES LAND ON THE GROUND THEREFORE CAN MOVE TO A NON POPULATED AREA SUCH AS MOSES LAKE OR EL CENTRO. OR ANYWHERE PEOPLE ARE NOT IMPACTED. Considering the negative impact the noise issue would have on property values and living conditions for the people MANY ELDERLY , who live in Coupeville I feel there is no other choice and am saddened that the army would try and ruin the lives of these people on Whidbey for no reason. 2. Logic tells you that pilots that have already been thru initial training can be trained anywhere. YOU HAVE NOT STATED WHY THE TRAINING ON THE OUTLYING FIELD IS SO BENEFICIARY. If there are objective reasons Coupeville and Oak Harbor have some objective qualities for training then I guess it would be important to train new pilots here , but still no reason to train pilots that have been thru initial training Air Carriers move the Island doesn't. Weather conditions change in all areas of the country. It would seem California would be the best for training because of the constant weather permitting training all year. Pilots that are already trained and serving can do training on carriers which is the best training. Unfortunately this seems like a situation where the "big guys" are just picking on the "little guy". IF SOMEONE TRIED TO CHANGE THE RULES IN THE MIDDLE OF A FOOTBALL GAME THERE WOULD BE OUTRAGE. People came here and accepted the fact there would be a certain amount of noise. . If the navy continues their proposal and makes their lives miserable it should simply buy them out so that they can buy in another area a house that is comparable. even though many are too old to move without physical consequences. THE FOLLOWING ARE A FEW RANDOM COMMENTS: 1. The county and the navy have not made it possible for people to make an informed decision. The gentleman who was your spokesman at the "noise+ booth" said that noise zones don't change when responding to someone who said they had not had planes flying over previously and were not in the noise zone. I went to the county and asked that they make the boundaries in their map clearer. I was informed that the map was no longer correct because there were new planes. SO NOISE ZONES DO CHANGE BUT NO ONE IS INFORMING THE CITIZENS. 2. By withholding pertinent information you STIFLE PUBLIC COMMENT. YOU PROPOSE THE ADDITIONAL FLIGHTS BUT DO NOT TELL WHAT THE DISTRIBUTION WOULD BE BETWEEN THE FIELDS. YOU HAVE TO HAVE SOME IDEA OF HOW MANY INCREASED FLIGHTS TO EACH FIELD

WOULD OCCUR IF THE MOVE OF THESE SQUADRONS OCCURS YET YOU DO NOT SPECIFICITY . If you told people 2/3rd would go to Whidbey there would be a greater outcry and the same would be for Coupeville. 3. You do not say how many total aircraft will be stationed here. For example you do not make it clear if the reduction of planes proposed in 2005 (52 growlers to replace 72 prowlers) is in affect. Ex Are you asking to add 10 new planes plus replace 72 prowlers with growlers or are you proposing adding 10 + 3 planes to 52 growlers? 4. The real decibel level which you show as 128 and or 111 not averaged , requires ear protection by OSHA so why are you allowed to subject people to this amount of sound. I believe this is about the decibel level of a "chipper" used to chop us trees after cutting. 5. The effect to environment is important. Now you tie planes down to use up excess gas what will this do when you have more planes. Birds etc. are affected by noise etc. but it seems no one seems to care. Thanks for considering these comments. © 2014 Microsoft Terms Privacy Developers English (United States)

(b)(6)

Clinton, WA 98236

0538

KEEP IT OPEN. THOSE THAT OPPOSE IT CAN MOVE BACK TO WHERE THEY
CAME FROM! USN RET 1969-1991

(b)(6)

0539

Oak Harbor, WA 98277

Keep the OLF open and use it. Keep the Navy on Whidbey Isl. Buy out the encroachers who foolishly bought too close to an airfield, but keep the OLF open and used. Our aircrew deserve the best.

(b)(6)

0540

Langley, WA 98260

As a resident of Whidbey Island, I urge you to keep the Whidbey NAS intact and use the OLF as required by the Navy. I strongly support the Whidbey Island Naval Air Station. Whidbey NAS is an important part of the Whidbey Island culture, employment and economy. As an American citizen I believe that the Whidbey NAS is vital to our national security. As a taxpayer I want our military budget to stay within reasonable limits. No matter where a military air base is located there will be a small (and usually vocal) minority that objects to the presence. Such is the case on Whidbey Island. To shut down the Whidbey NAS because of a small vocal minority would be tragic from the enormous cost to move the base, the dramatic effect it would have on the local economy and from weakening our national security.

(b)(6)

Anacortes, WA 98221

0541

For the preservation of liberty, I far prefer the honest and purposeful roar of a NAS-Whidbey flyby, than hearing shrill protests of those who wish to trade their freedoms for transitory comfort.

(b)(6)

0542

Langley , WA 98260

Regional communities have been left out of the Growler EIS scoping process. These include Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago. The comment period ends January 3rd, 2014. Port Townsend and Lopez island have just requested that the scoping period be extended. It is also imperative that scoping meetings be held in these significantly affected areas. I am writing to ask to extend the scoping comment period, and hold meetings for these people as well. Thank you! Respectfully, (b)(6)

(b)(6)

OLYMPIA, WA 98502

0543

I support EA-18G Growler Airfield Operations at NAS Whidbey Island.

(b)(6)

0544

Greenbank, WA 98253

We need the navy, they are a big part of our economy. They need this training to be battle ready. If OLF is closed NAS Ehidbey Island will follow. Business can't let this happen

(b)(6)

0545

Lopez Island, WA 98261

EIS Scoping comment: Subject: Effect of Aircraft Noise on Natural Landscape Assessment December 16, 2013 I am writing to request that the EIS include consideration of aesthetic, affective and cognitive effects of EA-18G aircraft noise on natural landscape assessment by visitors to BLM lands, parks, wildlife refuges and National Monuments in San Juan County. Research has shown that aircraft noise has adverse effects on both the quality of visitor experiences and the perceived aesthetic quality of landscapes. (Britton L. Mace, 1999, Society and Natural Resources, Vol 12, Issue 3) Many of these areas lie within the 10-mile radius of NAS Whidbey's runways. Those which lie beyond that distance receive similar impacts due to EA-18G overflights. Negative effects occur from single noise event sound levels as low as 40 dB. Please include data and analysis as to the numbers and sound levels of overflights of these areas and how they are impacted as part of the comprehensive EIS. San Juan County is home to more than sixty federal wildlife refuges. What role, if any, do the Environmental Protection Agency and Environmental Impact Statements have in preserving areas of refuge, peace and quiet for both humans and non-human species? The San Juan Islands of Washington State deserve such protection. (b)(6) Lopez Island, WA 98261

(b)(6)

0546

Coupeville, WA 98239

I am in support of keeping OLF open. If the EIS does show that the noise level is dangerous, I'd like to see that danger mitigated in some way. I'd also hope that late night practices could be kept to a minimum. Thank you.

(b)(6)

0547

Camano Island, WA 98982

Send these people to Afghanistan where they can show us how they would protect us!

(b)(6)

0548

Langley, WA 98260

I urge you to keep the Whidbey NAS intact and use the OLF as required by the Navy. As a long time resident of Whidbey Island I strongly support the Whidbey Island Naval Air Station. Whidbey NAS is an important part of the Whidbey Island culture, employment and economy. As an American citizen I believe that the Whidbey NAS is vital to our national security. As a taxpayer I want our military budget to stay within reasonable limits. No matter where a military air base is located there will be a small (and usually vocal) minority that objects to the presence. Such is the case on Whidbey Island. To shut down the Whidbey NAS because of a small vocal minority would be tragic from the enormous cost to move the base, the dramatic effect it would have on the local economy and from weakening our national security.

mount vernon, WA

We want the Navy to be able to continue its Growler practice on OLF. It is a waste of time, money and energy to even consider this lawsuit, let alone to consider moving navy operations elsewhere. The economy on Whidbey is currently dependent on the base there. The added monetary loss to many businesses and employment due to any loss of operations there will not be compensated by the extra income a home may realize. The noise factor is a given and has been. Granted the Growlers are a newer addition to the operations, but those complaining have or should have known about this before they bought.

December 2013

Re.: Environmental Assessment for the Transition of Expeditionary EA-6B Prowler Squadrons to EA-18G Growler at Naval Air Station, Whidbey Island, Oak Harbor, Washington (referred to as Assessment in the following)

Dear Sir or Madam:

We live at (b)(6) Our house is adjacent to the North Fork of the Skagit River. This location is often under the flight path of aircraft landing at Whidbey Island NAS.

We have read the Assessment and appreciate the opportunity to comment on it as we have been very concerned over the noise produced by these aircraft.

We have three comments on the Assessment:

1. The variables chosen to measure noise levels fail to address the extremely loud, peak noise emitted by aircraft as they approach the NAS. The DNL and SEL indices used in the Assessment to quantify exposure to noise inadequately capture the transient extreme noise levels to which we are exposed from overhead aircraft. The DNL and SEL indices are model-based, time-weighted averages. During most of the time period over which noise is modeled for these indices, the noise level is low and these averages therefore indicate a relatively low exposure to noise of residents under the flight path. Using DNL and SEL to measure the exposure to noise is akin to someone driving 100 miles/hour and arguing that he is not a danger to the public because his average day/night speed over the year is within the speed limit. In fact, the peak noise level on the ground, below low-altitude, jet-powered aircraft is extremely high and it could damage the health of people and animals. We suggest that the Assessment use not only indices of average noise exposures but also include indices of peak noise exposures.
2. The Assessment does not include any actual, empirical measurements of noise level. Rather, the values of the base line noise contours are estimated. Since a model is most useful when it is supported by empirical evidence, the Assessment should use measured noise levels, particularly to include peak levels, if it is to validate model-predicted noise and inform policy.
3. The Assessment should address the auditory and non-auditory effects of peak noise levels on human health across the age spectrum and also on those with elevated sensitivity. A 2013 review article in The Lancet (Basner, Babisch, et al.) summarizes that "observational and experimental studies have shown that noise exposure leads to annoyance, disturbs sleep and causes daytime sleepiness, affects patient outcome and staff performance in hospitals, increases the occurrence of hypertension and cardiovascular disease, and impairs cognitive performance in school children." The Assessment should include an estimate of an adequate margin of safety to protect residents from the adverse effects of peak sound levels that are known to cause damage. The Assessment should also include requirements for field-based measurements of peak sound level, for single aircraft and for several aircraft flying in tight formation, and approaches to and plans for mitigation of dangerous peak noise levels.

We believe that inclusion in the Assessment of peak noise level quantification, impacts to public health, and mitigation plans to protect residents would be an important and welcome addition.

Sincerely,

(b)(6)

(b)(6)

(b)(6)

0551

Oak Harbor, WA 98277

I'm writing this to express my support for NAS Whidbey, OLF Coupeville, and for the pilots that train with the Growlers. Along with the majority of Island residents, I'm absolutely in favor of the NAS Whidbey operations, including the continued use of the OLF Coupeville airfield. The vast majority of Island residents are supportive of the Navy's operations including OLF Coupeville and economically depend on its continued presence. Please do not allow a very small vocal minority convince you to close the OLF field. Thank you.

(b)(6)

0552

Coupeville, WA 98239

OLF was here when we built our home so expected some noise. I would hope it would not be after 11 pm and before 7 am. The one time it was every day for two weeks in a row, sometimes to midnight was too much.

Rdmonds, WA

Apparently this base has been used for carrier- landing practice for many years. Why the protest now? Sounds like a NIMBY protest by some late-comers. I say keep the base operating as it is.

Oak Harbor, WA 98277

I've lived on Whidbey Island for 30 years, and, even back in 1983, when shopping for my home, my local real estate agent provided me information about the noise areas / zones on the island with respect to NAS Whidbey Island flight operations. How the current crop of folks filing a lawsuit can claim they were uninformed or misled in any way, shape, or form mystifies me. Moreover, as a former EA-6B aircrew member, I have actually been "spotlighted" with a searchlight while in the night OLF Coupeville FCLP landing pattern, having to call back to the NASWI tower to request the Island County Sheriff's presence at OLF Coupeville, so, to me, completely believable are whatever measures the Navy presently believes is/are necessary to ensure continued safe flight operations at OLF Coupeville. The folks who agitate against Navy operations at OLF Coupeville have a long track record of disrespect for the Navy's property rights disrespect for the safety of Naval aircrews. Personally, I'd love to see many Federal dollars used to declare eminent domain and to displace all complaining private property owners within the highest noise zones near both Ault Field and OLF Couepville, to both shut them up for good, and to continue the Navy's tailhook aviation presence at NAS Whidbey Island, which provides some of the best aviation training opportunities anywhere in CONUS, and which has done so since World War II.

(b)(6)

0555

Freeland, WA 98249

NAS Whidbey has my full support to conduct all flights necessary to maintain a strong naval defense system. Thank you for all you do.

Lopez Island, WA 98261

My wife and I are now year-round residents on the south end of Lopez Island. I have visited the island for more than 30 years and my wife and I have owned a home for five years. Naval aircraft noise levels have increased in recent years, and were significantly more intrusive in the summer of 2013. While there are several important impacts such as fuel dumping and other consequences for birds and marine life, noise is my major concern. In the scoping powerpoint, slide 6 notes that Day-Night Average Sound Level (DNL) is the federal standard for determining community noise impacts. DNL is an imperfect measure, as discussed in a report for the FAA - TECHNICAL SUPPORT FOR DAY/NIGHT AVERAGE SOUND LEVEL (DNL) REPLACEMENT METRIC RESEARCH, FINAL REPORT, 14 June 2011. In my experience, operations at NAS Whidbey Island are characterized by intermittent 30-120 minute periods of intensive activity. This occurs over a backdrop of a very quiet environment, so that aircraft noise is very startling. The DNL standard is more appropriate for commercial airports with a fairly regular sequence of activity over perhaps 16 hours a day, seven days a week. Based on the paper for the FAA, the EIS should incorporate supplemental measures that address both the short term noise impacts including single event and hourly noise level and the extremely low background noise. Thank you for the opportunity to comment.

(b)(6)

0557

Oak Harbor, WA 98277

I have lived between Coupeville and Oak Harbor for over 50 years. In fact, the Navy brought me here and I never left even though I did separate from Naval service after one tour. I accept the noise of the Naval aircraft as part of living here and find it disgusting how a very few "Johnny come lately's" are trying to have the Navy banned from the skies. The Navy and the OLF have been here since around 1943 and hopefully will remain for another 70 years. I am proud of the Naval heritage here on Whiteby Island. I suggest to those who are not, to move back to California or where ever they came from.

(b)(6)

0558

Camano Island, WA 98282

I'm all for the Navy planes on Whidbey. After all, their being there gives me a sense of protection as well as help the economy.

(b)(6)

0559

Coupeville, WA 98239

I have been a resident of Whidbey Island for 56 years, during that entire time we have enjoyed the presence of the navy. Twelve years ago my wife and I moved from Oak Harbor to Coupeville. When we moved we signed a disclosure acknowledging our understanding that we are in a noise zone. We live about 3 miles from the Outlying Field. We are completely supportive of the navy and the flights at OLF.

Coupeville, WA 98239

<http://disclosuredeception.wordpress.com/> The disclosure deception story is horribly ridiculous. People have been trapped into purchases under the jets because realtors chose to ignore Island County law over the last 12 years. The disclosure is illegal, and so is the noise. Because it is so unbelievable, it will be picked up and told by the media. Imagine: The backdrop of the jets flying over Admirals Cove at 250 feet. Supreme Court rulings that have protected others in less adverse situations where chickens flung themselves dead in their coupes at 115 decibels. The noise roaring overhead. People telling their stories. Reports of how realtors have tried to defend what they have done by attacking those they hurt, despite the fact that what they did was illegal. A community with an almost mob-like mentality taunting “they were told so shut up or move.” Leadership harassment. Complaints ignored. Petitions. Beautiful Whidbey Island. Home dreams gone amuck. Families living aircraft carrier lives. Class action lawsuit against realtors. A military that measures piercing noise with averages and other absurd measurements. An abused community with the expectation that the EIS will be a document with nothing but NO IMPACT stamped all over it. All this will play to a national audience which will be amazed. This has happened nowhere else, it is an embarrassment, and it is news – especially when the jets fly again. The following is an overview of the content on the site describing the deception resulting in no disclosure of jet noise in noise zones for the last 12 years. The follow is an overview of the content on the above site describing the deception resulting in no disclosure of jet noise in noise zones for the last 12 years.

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please extend the Growler EIS scoping period for an additional 60 days and include all communities (aka islands) impacted

(b)(6)

0562

Oak Harbor, WA 98277

We own a home directly under the flight path-we have lived in the home for nearly 20yrs. The jet noise IS NOT a problem. We built in this area knowing it would be noisy. The jet noise has NEVER been an issue for our daughter. She is extremely intelligent and excels in school. Our pets (dogs and horses) are not bothered by the plane noise. OLF usage is integral to the safety of the U.S! Keep it open, do not limit OLF usage!

Coupeville, WA 98239

<http://disclosuredeception.wordpress.com/> Commissioners Review Disclosure, Whidbey New Times By Janis Reid, Staff Reporter, Whidbey New-Times Questions about the county's two different noise disclosures are compelling the Island County Commissioners to review the issue next week. Disclosing the scope of jet noise that a homebuyer might experience has become a frequent topic in the wake of a federal lawsuit filed by a Central Whidbey based citizens group in July. The Citizens of Ebey's Reserve, or CORE, are upset over the noise generated by EA-18G Growlers during landing practices at Outlying Field Coupeville. The Navy is conducting an environmental impact study on the noise generated by the Growlers, which are replacing the EA-6B Prowler. COER and a citizens group on North Whidbey have complained that the Growler is louder and that the Navy is conducting too many touch and go operations at Ault Field in Oak Harbor and at OLF Coupeville. In response, Navy representatives have said that the Growler operates at a similar noise level to the Prowler, but conceded that touch and go operations have exceeded their estimates by roughly 3,000. The Island County Commissioners asked Planning Director David Wechner to prepare an analysis of noise disclosure statements and present his findings information during the commissioner's work session Wednesday Dec. 18th. "There is a lot of interest and people are trying to understand," said Commissioner Helen Price Johnson. "I think it's important that the county provide this information in a comprehensive way." Chapters 9 and 14 of the Island County Code both contain noise disclosure statements but cover different areas said Wechner. Island County adopted a noise ordinance in Chapter 9, "Public Peace, Safety and Morals," in 1992. Former Island County commissioner Mac McDowell said this "Airport and aircraft operations noise disclosure ordinance" was adopted after the 1991 Base Realignment and Closure Commission considered Whidbey Island Naval Air Station for closure. The BRAC process led some residents to voice their concerns about jet noise levels, McDowell said, and prompted Island County to adopt a noise disclosure ordinance to ensure area homebuyers are properly informed about what they might expect. The 1992 disclosure, which is four paragraphs and specifics that touch and go operations are performed at "tactical military jet aircraft facilities" and are "scheduled during and night periods." "Additionally," the disclosure states, "the noise generated by a single flyover of a military jet may exceed the average noise level depicted by the airport noise zones and may exceed 100 dba." Despite the existence of the noise disclosure ordinance in Chapter 9, Island County real estate agents currently provide homebuyers with a noise disclosure notice based on the version in Chapter 14, titled "Buildings and Construction." The Chapter 14 disclosure contains four sentences and states: "The property is located within and airport noise zone 2 or 3 impacted area. Persons on the premises may be exposed to a significant noise level as a result of airport operations. Island County has placed certain restrictions on construction of property within airport noise zones. Before purchasing or leasing the above property you should consult Island County noise level reduction ordinance to determine the restrictions which have been placed on the property, if any." How the Chapter 14 disclosure came to be the standard for local real estate agents is unclear, and that will be something the board of commissioners hope to learn from Wechner's presentation, said Commission Chairwoman Jill Johnson. "What we are going to hear is a history and clarification of what these two noise disclosures

are,” Johnson said. “There’s a lot of misinformation.” Johnson said she expects Wechner’s presentation to reveal that both disclosures are valid, but are intended for different purposes. Jason Joiner, government affairs director for the Whidbey Island Association of Realtors, said he is not familiar with the history of how this version of the noise disclosure in Chapter 14 came to be the standard for local real estate agents. “It’s the opinion of our association that we want to disclose as much as we possibly can,” Joiner said, adding he believes local Realtors would be in favor of a “stricter, more informational, disclosure.” The current noise disclosure is an Island County initiative, but the Navy does make recommendations, said Mike Welding, public affairs officer for Whidbey Island Naval Air Station. “The Navy works with local communities to promote development compatible with air operations,” Welding said. “However, the Navy can only make land use recommendations. Local planning organizations control land use planning and zoning including noise zone real estate disclosures.” According to the Navy’s Air Installations Compatible Use Zones, or AICUZ, document, it is not recommended that residential development occur within noise zones 2 or 3, which exceed an annual average of 65 decibels. “The community’s land use regulatory agency needs to enact land use controls to ensure the highest degree of health, safety and welfare of their constituents,” states the AICUZ document.

(b)(6)

0564

Camamo Island, WA 98282

I support the sound of Freedom and the Navy fliers, and NAS Whidbey.

(b)(6)

0565

Freeland , WA 98249

Closing the OLF would be a disaster for Whidbey Island. We have lived on Whidbey Island since 1978 and the Navy has never been a problem in all of that time. Now a small group of vocal people are taking it upon themselves to ruin the island for all of the rest of us living here. Please keep the OLF here for training our troops!

Coupeville, WA 98239

<http://disclosuredeception.wordpress.com/> Realtors Responsible for Proper Noise Disclosure Island County officials say real estate agents responsible for proper noise disclosure, by Janis Reid, Whidbey News-Times Staff reporter Dec 22, 2013 at 9:00AM Planning Director David Wechner told the Island County Board of Commissioners Wednesday that some real estate agents are not giving out both of the county's required noise disclosure statements. Disclosure of jet noise levels during the sale of a home has become a point of debate in the wake of a Central Whidbey group's lawsuit against the Navy in July over increased jet noise at Outlying Field Coupeville. After some residents alleged they weren't properly notified of the jet noise prior to purchasing their homes, Island County commissioners directed Wechner to prepare an analysis of the county's two existing noise disclosure statements. The first disclosure appeared in county code Chapter 9, "Public Peace, Safety and Morals," in 1992. This four-paragraph noise disclosure specifies that touch-and-go operations are performed at "tactical military jet aircraft facilities" and are "scheduled during day and night periods." "Additionally," the disclosure states, "the noise generated by a single flyover of a military jet may exceed the average noise level depicted by the airport noise zones and may exceed 100 decibels." The second disclosure appeared a year later in the county's building code in the "Noise Reduction Ordinance." That disclosure is only a few sentences and is intended for new building projects only, according to Wechner. Currently, local real estate agents give prospective home buyers a version of the shorter building code disclosure that was copy written by the Multiple Listing Service. Both chapters are currently in effect, contain disclosures for prospective owners or lessees, and are intended for different purposes, Wechner said. Where the maps overlap, buyers are to receive and sign both disclosure statements. The county is able to enforce the building code disclosure usage because permits are required. However, in the case of a sale of an existing home, the county has no real authority to enforce what disclosures real estate agents use. "As the county does not participate in the offer or actual sale, lease or transfer of land, it is the responsibility of property owners or their agents to provide the disclosures," Wechner said in his report to the commissioners. A limitation of liability statement contained in both places states the obligation to comply with the provisions of these chapters lies with the property owner, builder and their agents. The county does not have the ability to enforce the disclosure statement requirements when it comes to real estate transactions. When asked if local real estate agents are using an incorrect disclosure, Commissioner Helen Price Johnson said she agrees that it was not the county's role to enforce which noise disclosure is used. Price Johnson said she would consider revisiting the noise disclosure issue after the Navy's Environmental Impact Statement on the Growler is completed in 2016. However, Price Johnson said she remains skeptical that Island County would ever have the resources needed to enforce the ordinance. "We're very challenged in our resources to enforce that," she said. Commissioner Jill Johnson said when people buy a home near an airfield they shouldn't be surprised by the aircraft noise. Johnson said she believes that it's a homebuyer's responsibility to research the area. "If you buy a house near a train track, you can expect a train to go by," Johnson said. "I am unclear on how so many people were confused. Nobody forced them to live here." "The county doesn't regulate choice." Jason Joiner, government affairs director for the Whidbey Island Association of

Realtors, has previously said that the island's real estate community would be in favor of a "more informational" disclosure, but he could not be reached for comment on Wechner's report. Michael Monson, president of Citizens of Ebey's Reserve, the group that filed a federal lawsuit against the Navy, accused the county of throwing local Realtors "under the bus," and failing to take responsibility for not properly informing residents about jet noise. "The county says they told everyone what to do, and that they have no control over what forms are given to homebuyers," Monson said. "The Realtors claim that homeowners were told ... we now know this isn't true." Navy representatives have said that the new EA-18G Growler operates at a similar noise level to its predecessor the EA-6B Prowler, but conceded that touch-and-go operations exceeded estimates in recent years.

(b)(6)

0567

Lopez Island, WA 98261

I request that the Scoping Process for this EIS be granted a 60 day extension to allow the affected all communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County.

Coupeville, WA 98239

<http://disclosuredeception.wordpress.com/> Roaring controversy over Navy jets on central Whidbey Island The Navy recently notified Whidbey Island residents that training flights will resume, following many months of noise complaints and a moratorium. By Nancy Bartley, Seattle Times staff reporter COUPEVILLE, Island County — For the past six years, Babette Thompson has lived in a brown, cedar-sided house on Whidbey Island overlooking Saratoga Passage. Sometimes Navy planes flew past. Then there were more. And more. One day as a Navy Growler flew overhead, the vibrations were so intense the glass covering a watercolor in her hall shattered. Not far from her home, another house sustained nearly \$14,000 in window damage from jet vibrations, according to the homeowner. Thompson had had enough. She and her husband, John, joined Citizens of the Ebey Reserve, one of two groups fighting to rid the island of Outlying Landing Field (OLF), Coupeville. The landing strip was built in World War II when planes were fewer, slower and quieter. But the field is now a key training ground for Navy Growlers, Boeing-built jets based at Naval Air Station Whidbey Island. Since the Growlers, which are used to suppress radar, arrived in 2008, the tolerance many of the residents once had for the Whidbey Island air station has turned to outrage. Citizens of the Ebey's Reserve for a Healthy, Safe & Peaceful Environment filed a lawsuit against the Navy in July. Despite the complaints about an increase in noise from continuous take-off-and-landing training flights skimming over roof tops, the Navy is working on an environmental-impact statement to bring in two more squadrons of Growlers by 2015. The last day of the public comment period for the EIS is Jan. 3, 2014. The Navy called a moratorium on using OLF in late May and agreed to hold off using the airfield until January 2014. Last week, the Navy notified residents that it will resume flying at that time but would limit the flights from OLF to about 6,000 a year. There are 83 Growlers at the base, and by 2015, there will be 114. They won't all be at the base at the same time since some may be deployed elsewhere, said Mike Welding, the air station's public-affairs officer. And even though there is an increase in the number of planes, the Navy says the new jets won't be used on aircraft carriers and therefore won't need to do the touch-and-go training flights from OLF. The residents are dubious. In 2005, the Navy did an Environmental Impact Assessment, an overview of potential environmental impact but less detailed than a full environmental-impact statement, and told residents that the Growlers would have little impact and would be fewer and quieter than the Prowler jets they were replacing. Instead, the Navy's flight statistics show the number of flights has steadily increased. In 2005, there were 7,682 flights out of OLF, according to Navy statistics, compared with 9,669 in 2012. In the first five months of 2013, there were 5,688 flights. Residents say training flights over the houses continue from 10 a.m. to 1 a.m. at least five days a week. The Navy says that night training is critical to pilot training, especially for night landings on aircraft carriers. Noise disclosure Island County has an ordinance requiring all homebuyers to sign a noise-disclosure statement, acknowledging they've been warned about jet noise. The task is supposed to fall to the seller. When county officials and the Coupeville mayor did a survey of those living in the west part of Coupeville, they discovered that about one-third of the residents were never warned about noise and had never signed a notice. Since the Growler noise has increased year by year, most residents didn't realize they had purchased property in a Navy

flight-training zone. Complicating things, the county has two noise-disclosure forms. One was written in 1992, indicating the island was in the proximity of five airfields, public and private, and that residents might be exposed to noise exceeding 100 decibels, equivalent to being three feet away from a gas lawn mower. The other form is abbreviated, written in 2002 and does not mention decibels or the number of airfields. Residents say the Island County Board of Commissioners and U.S. Rep. Rick Larsen, D-Everett, have been so in favor of the Navy that there has been no consideration for their situation, something that Larsen's office denies while continuing to support the use of OLF. Residents say the county has been so eager to acquire the taxes from real-estate sales that elected officials have not adequately warned them about the jet noise. Island County Commissioner Jill Johnson says the complaining residents should remember that "the Navy is the largest employer and the one with the most economic significance" to the island. In 2012, the Island County Economic Development Council reported that the wages for enlisted personnel were \$726 million compared to \$66 million in wages from the retail industry, the next closest category, according to Ron Nelson, the council's executive director. The wages translate into buying power and the county's economic health, he said. "Sound of freedom" Ever since the Navy put planes in populated areas during World War II, there have been complaints about noise and counterarguments from those who say the roar of Navy aircraft is the "sound of freedom." Over the years, the conflict between the need for Navy pilots to train and homeowners' desire to live in peace in increasingly pricey and scarce waterfront property has intensified. As bases have closed worldwide, air traffic has consolidated at the stations that remain. "Over the ensuing years, population densities have increased around many of these installations, inevitably causing some to call for decreased air operations at these facilities over concerns about aircraft noise," said Kevin Stephens, commander of Whidbey air station, in an email. Whidbey now has the 450 sailors and six aircraft that were in Naval Station Rota, Spain, until 2005. It has the Electronic Attack Squadron transferred from Joint Base Andrews, Maryland. In the decades past, squadrons from Sand Point, Alameda, Calif., and Barbers Point, Hawaii, were sent to Whidbey. Today there are 46 Navy bases remaining across the world and 50 that have closed or consolidated, sending aircraft and service personnel to other stations. OLF "is an integral and critical part of Naval Air Station Whidbey Island, and is used primarily to train Navy pilots for aircraft-carrier landing operations," Navy spokesman Anthony Popp said in an email. "OLF Coupeville is crucial to providing our pilots a facility where they can realistically train" and provides an area where pilots can fly day or night in conditions similar to being at sea, he said. OLF "is close to its home base ... keeping costs down; it is located in an area with low density development, and has very little ambient light which allows us to closely replicate the way landings are conducted aboard ship at night," he said. The Navy insists the noise shouldn't be a problem. The Navy measures the noise level by a "modeling method," averaging it out over a 24-hour period, which includes time when the planes are not flying. Residents measure the sound on handheld meters as planes fly over. They find the noise extreme. "Flying Growlers in touch-and-go practices is incompatible with the human, animal and avian life in their path," Thompson said Residents say the Growler is noisier than its predecessor because the Growler has wings designed with less lift, requiring more throttle and more noise for touch-and-go landings. The Navy says the Growlers get out of the area faster, thereby reducing noise exposure. "The house shudders when they fly over," said Robert Tank, a member of Citizens of the Ebey Reserve. He measured the noise level between 110 and 120 decibels. "You can't do anything when they are flying.

You're locked out of using the phone, the television. You can't have a conversation. You can't have guests over." Many residents talk of sleeping with ear plugs to protect their hearing, and some have registered noise as high as 139 decibels. According to the National Institutes of Health, permanent hearing loss starts with exposure in the 110 to 115 decibel range. Some of the residents formed the Citizens of the Ebey's Reserve for a Healthy, Safe & Peaceful Environment and in July filed a lawsuit in U.S. District Court in Seattle arguing that the Navy should have done a complete environmental-impact statement before flying the Growlers at OLF, asking the court to stop the planes from flying at OLF and to pay their attorney fees for bringing the action. As the controversy continues, the community is increasingly divided and vicious. No harassment charges. One elderly woman, whose letter to the editor was published in the Whidbey News-Times, went to the police after a man wrote in a letter to the newspaper that she should be "raped in her sleep" for her opinion. The News-Times reported she received harassing phone calls. Although police started an investigation, no charges were filed. The intensity of the fight has a lot to do with the fear of the Navy leaving the island, say Navy supporters. In 2005, as the Navy was looking at bases to close as part of the Base Realignment and Closure effort, Whidbey was considered because it had an aging fleet — the Prowlers. But Larsen lobbied to keep it open, and the Growlers came to Whidbey in 2008. If Thompson had been warned, she and her husband wouldn't have bought their property, she said. "I did know there was some kind of airfield there, but I was told there were only a couple of flights a day. We never signed any form of disclosure regarding the existence of the OLF." The Thompsons moved to Whidbey from Pennsylvania, where they lived close to Willow Grove Naval Air Station. Babette Thompson said she never heard jet noise there and never expected to hear it when they bought property on Whidbey in Ebey's Landing National Historic Reserve. "I know it sounds harsh," said commissioner Johnson, "but people make choices when you buy property ... This is a buyer-beware state. If you get view property for \$250,000, you should ask questions."

Coupeville, WA 98239

<http://disclosuredeception.wordpress.com/> Realtors Speak at the December 23, 2013 Island County Commissioners Meeting Three island realtors, two of them owners of Windermere offices, spoke during the comments period preceeding the Island County Commissioners Meeting regarding the recent article in the Seattle Times. Below is a transcript of what each said, followed by questions that should be considered. Or, view the video tape of the meeting. Joe Mossolino – owner, Windermere, Freeland offices I am here to represent the real estate interests and inadvertently the message that was in today's newspaper in the Seattle Times talking about noise zones. Let me just say as a realtor and the owner of Windermere Freeland offices who has worked for over 18 years here, the noise disclosure is something that we take very seriously. The Northwest Multiple Listing Service, which was misquoted in today's newspaper, provides standard real estate forms throughout the state. Any form a licensed broker uses must be approved by an attorney. There is a state wide forms committee that meets to discuss revisions and changes to forms. I'd be happy to bring the issue of the form to the NWMLS forms committee so that they can discuss the issue of the form. I am confident that the committee can react quickly and make any revisions that may be necessary. I am happy to take any suggestions that the county may have for improving the disclosure form to the NWMLS forms committee attorneys and we can go from there. Questions for Mr. Mossolino: You offer to bring the issue to the forms committee for discussion, expressing no sense of urgency. Wouldn't it be more appropriate to immediately alert them that the noise disclosure form they mandated for use in 2002 is not consistent with Island County Law, that many people will be incensed to find that information was withheld from them, and there may be serious liability issues? Ninety-three properties sold over the last 6 months in the 98239 noise zone area code with no jet noise disclosure, no jets flying overhead, and no jets at the OLF. Not all of them were in the noise/crash zones, but imagine the surprise many of these buyers will have in January? Even someone familiar with Whidbey and the jets would be horrified to discover what it is like living directly under them, if they have not had plenty of experience actually being there first. Everything is different: kids playing outside, pets, phone conversations, celebrations, family visits, homework, crises, grief, sickness, romance, sports, everyday frustrations, hobbies, music, gardening, sports, relaxation, health concerns, learning issues, ear pain, stress. It wears on a person. You have become immune to the pain of others, so no urgency. When you resume using the legal form, now that it has been pointed out to you which is law, you'll trash the property of people who weren't told about noise when they bought. Property values have been masked by non-disclosure for so long it is hard to guess how low they will settle. These problems could have been prevented. But now, the damage has been done and it can't be fixed. Why would you need suggestions from the county for improving the disclosure form when you have the 1992 law? It is outdated, but at least the intent is to disclose. What was your reaction when you first compared the 1992 with the 2002 disclosure? Did you have questions and/or concerns about buyer protection that should have been communicated to the NWMLS form committee at the time the 2002 form replaced the 1992 legal disclosure? How much should "attorneys approved it" count as buyers and renters consider the damage done because the attorneys were wrong? Eric Mitten – owner Windermere Coupeville and Oak Harbor offices I am the owner of the

Coupeville and Oak Harbor Windermere offices and I am here to talk about efforts that people can go to beyond what is the typical form that is provided. One of the things that I inherited from Sandy Roberts whom I purchased the Coupeville office from was the idea that you would post the noise disclosure zones on a map so that we could talk with our clients about what it is like to live on Whidbey Island and experience what the aircraft noise was. We require our agents to have these discussions with potential buyers and renters and in my 12 years of ownership no buyer has ever come to me and said that my agent did not mention the circumstances of the noise. I, like Joe, would welcome any help or feedback that we could do because we can always improve what we are doing, but we have worked very hard to make sure that people understand the noise and that the people who can handle living in those zones understand what that's like so that people who don't want to live there can make a good decision. So, I just want to bring that to your attention. Questions for Mr. Mitten: Why use a map of noise zones on the wall instead of following the law and giving every buyer a copy, like you did before 2002? How do you account for the discrepancy between your stated 12-year history of no complaints of inadequate noise disclosure and the Seattle Times article which said: When county officials and the Coupeville mayor did a survey of those living in the west part of Coupeville, they discovered that about one-third of the residents were never warned about noise and had never signed a notice. Since the Growler noise has increased year by year, most residents didn't realize they had purchased property in a Navy flight-training zone. Are you aware of the temptation of a struggling and/or unethical agent to sell property in the jet zones without disclosure? Are you aware that non-disclosure of jet noise inflicts terrible harm on a family and disclosure should not be left to chance? Living with Growlers is much worse than dealing with a leaky roof or bad plumbing. A move away from jet noise can cost tens of thousands of dollars, months of time, and stress on the entire family. A family living paycheck to paycheck, thinking they had signed a disclosure, would have no recourse except to try to find some way to adjust to the awful noise, instead. When the disclosure form was changed, why didn't you complain to the NWMLS forms committee that all important information from the 1992 disclosure had been stripped? What will happen to the buyers who were trapped over the last 11 years when their time comes to sell? There has been a gap in honest disclosure as the noise levels have gone up. What will be the effect of honest disclosure of the "full extent of the noise" be, now that Growler noise is comparable on some charts to standing next to the horn on a diesel locomotive going on and off every 90 seconds for hours on end? Who will pay the eventual loss in home values? Do you realize how real estate professionals have contributed to the lie that "buyers were told" about the jet noise that has resulted in them being ignored by the county and Navy and harassed by their neighbors? What affect has the lie had on the willingness of the Navy to escalate the noise of planes eight times beyond the 100+ decibels disclosed in 1992, and to bring in additional Growler jets and pilots from around the world to fly here, with no hint there will ever be any halt to this escalation in the future? Statement made by Clay Miller – Windermere, Coupeville I just had two things that I want to request to the board. I am a 50 year resident of Whidbey Island. As a realtor on this island and as a retired Naval aviator, and as a father who has four sons that are in the military, three of which have been in combat, two are in combat right now, I'd like to ask that the board consider that the military is a long-term partner in Whidbey Island's history which goes back to 1858 when Fort Nugent was built. The idea of noise in the military is not something that is new to Growlers. It's been around since big guns were installed at Fort Casey in 1901, later at

Fort Ebey in 1942. When I was a boy the A-6s were dropping live ammunition just off the island keeping me awake all night and I kinda thought it was cool. I understand that noise is a problem, but I want to read from our noise disclosure form that I as a realtor have been giving out for the last 11 years. This form has not changed since 2001. I want to read it out loud. It says "Persons on the premises may be exposed to a significant noise level as a result of airport operations." I can't understand what could be more clear than noise disclosure that says that it is very significant. Questions for Mr. Miller: Are you asking the county, buyers, and leasers to somehow excuse non-disclosure because of the history and importance of the military and your acceptance of noise as "cool"? What does your experience as a naval aviator and a father with sons in the military have to do with realtors not providing noise information to buyers and leasers as required by county law? Disclosure protects military installations. That is why the Navy spends millions measuring noise and providing guidelines for effective disclosure to prevent buyer remorse. Non-disclosure is an embarrassment to the Navy and to pilots flying over homes where many people should have been told, but were trapped, instead. You are proud of the form you have been using and ask, "What could be more clear?" Isn't the legal form more clear? Why would significant airport noise be better than telling buyers about military jet aircraft that fly day and night at 100+ decibels, giving them a map and phone numbers to call, and more, which is included in the current 1992 noise disclosure law which has been ignored? It is a small point, but why would you emphasize that the form mentions very significant airport noise instead what it says, significant airport noise? Also, you do not seem to recognize there is a specific distinction between an airport and a military jet installation. It is obvious to the county, the Navy, and to HUD, and including the specific wording would have been helpful to buyers and renters, as well. Questions for Every Island County Realtor How will this issue affect the real estate profession? Many glowing stories are told about professional realtors who routinely go beyond the law to ensure that every buyer that they represent, is fully informed, often before even taking a client to look. It is unfortunate that their reputation will be tarnished by the decision of NWMLS attorneys who made a bad choice and hurt a lot of people. It is easy to pretend that the disclosure form in use today is effective, and that it is all that is required, when it is totally inadequate. People have grown so used to ignoring buyers in the noise zones and pretending that they were told, that logic and compassion seems to have vanished. Has pretending "they were told" been easier than noticing how serious their pain actually is, and realizing that not telling them about the noise is what resulted in their pain? There are more honorable ways to argue for saving the OLF than discrediting complainers by being the reason others ignore them and call them irresponsible. People wonder why houses are built in noise and crash zones here on Whidbey. Almost all of Admirals Cove is in the crash zone. All of them were given permits by the county. Many were built by developers and sold by realtors with no disclosure, then passed from buyer to buyer. They all profit. The county, struggling to make ends meet, has profited from taxes. Realtors have profited by masking profits and a higher turnover of limited market inventory. This has been at the expense of people who were not told. What is going to happen when every person who leased or bought homes under the jets realizes that the county disclosure law was intended to protect them, but realtors opted to use a misleading form instead? Their question, regardless of what their realtor did or did not tell them, will be, "Could I have made a better decision for my family if I had been given the legal form and map that I needed and deserved instead of being misled?" Click the link

below to read Realtor Internet comments regarding articles on the legality of the noise disclosure. Realtors Comment

Coupeville, WA 98239

<http://disclosuredeception.wordpress.com/> Realtors Comment on Whidbey News Times Article Realtors comment on the Whidbey News Times (WNT) article, Island County officials say real estate agents responsible for proper noise disclosure. Island County Planning Director, David Wechner, met with commissioners at the Island County Commissioners Meeting on December 18th. He explained that the law currently in effect in Island County requires realtors to disclose far more than they do. Clay Miller and Rick Schutte, commented on the article on the WNT web site as if they did not understand the content of what Planning Director Wechner explained, clearly and specifically. They took the position that their failure to provide legal disclosure is acceptable, and a signature on the form protects realtors from buyers that would learn about the noise after they bought, hate it, and then complain. Clay Miller said: But if they were (and every single buyer I have helped in the past 11 years has been) given this form, and they do sign it - then they are on record as being WARNED that they are buying into a noisy area. The title alone should be enough for the average human to understand. If you sign this form and buy the property, you are without excuse. You cannot come back (as a Planning Director or a buyer) and claim ignorance, or blame other people for your choice. I wonder how many buyers seek out real estate professionals who "help" in this way? He commented that a buyer would have be below the average human if they needed any more information than the title on the form. I would suggest he is having trouble understanding what the form actually says. Here is his summary: (1) you are about to buy something in an Airport Noise Zone; (2) you will be exposed to SIGNIFICANT noise, and (3) you should CONSULT Island County ordinance before you buy Let's take this point by point: 1.How many people know what a noise zone is, and since most don't, then why not just tell them? Mr. Miller is an aviator, and has lived here all his life. But what about an average buyer who had spent time around airports, but has no idea military jets train here? 2.All airports have significant airport noise. The words that are in the legal disclosure, "significant military jet aircraft installation," are more helpful to buyers, if you really do want to help them. Otherwise, any other type of airport on small Whidbey Island would cause little concern. Plus, the noise disclosure is presented at the closing of escrow, with the previous house staged and listed, movers scheduled, job and school changes made, and dreams ready to come true. Realtors count on buyers taking the chance that disclosure won't break the deal at the last minute. Driving by the OLF wouldn't help, either. If you took 10 pictures of the OLF from the road, and showed them to 100 people off the island that had never been around a touch and go field, possibly none of them would be able to guess the devastating effect the field would have on their lives if they bought a home in that area. 3.The disclosure does not say that you should consult the Island County ordinance before you buy. Remember, the disclosure you use is for builders. It says there are restrictions on building, and you should consult the Island County Noise Level Reduction Ordinance to determine building restrictions, if any. A home buyer or leaser seldom plans to build, and is not interested in checking to see whether or not there are restrictions. If Mr. Miller is an "average human," he will be able to understand that he has failed his customers through misleading disclosure. Instead of warning, the disclosure is actually reassuring, when compared to what buyers who were not told have to endure. Rick Schutte commented on Mr. Miller's remarks by saying,

"Well said, my friend." He has served in leadership roles in the NWMLS, which determines the forms realtors use, and the National Association of Realtors, which provides insurance for agents and brokers to protect them against individual and class action law suits for things like non-disclosure. The NAR maintains attorneys to protect realtors when their actions are within the boundaries of the law. He trains other realtors and likely transfers to them his attitudes towards buyers and their need for disclosure. Here is his description of his role in the real estate profession: Rick has been involved in the Real Estate industry on Whidbey Island since 1978. He is the past President of Northwest Multiple Listing Service and has been involved with his local Association of Realtors for many years. He currently sits on the Board of Directors for the North Puget Sound Association of Realtors. As the owner and designated broker for Coldwell Banker Koetje Real Estate, Rick is actively involved in training and supporting the brokers and support staff for this experienced real estate company. These comments show why "full disclosure of the noise" is required by law. For many brokers out there, disclosure would not happen otherwise. When buyers then become complainers, the security of NASWI is threatened. They should be told long before they buy. This is an excess of greed at a terrible expense, and these realtors feel they are protected by a form with a clear intent, which was not to protect buyers. Click below to see the full text of what they had to say: [realtors comment on WNT blog](#)

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(b)(6)

0572

Anacortes, WA 98221

Training is vital to any organization, whether it be the food handlers preparing your fancy organic lunch at the streetside cafe or a military unit. Military units are always on call to deploy at a moments notice. Training is vital to their readiness. Without access to good solid training a unit and countless lives are at risk and the ability to make good decisions under stress become questionable. The OLF has been here for decades, preparing our warfighters and peace keeps for safe operations when deployed. Now along come a few individuals who knew ahead of time about the noise of these night time training sessions and they wish to squelch it all for their own personal benefit. People new to and old to the area know that property values on Whidbey Island are lower than the surrounding areas. Most choose where to purchase property based on community schools, businesses, and of course financial consideration. That would all become a mute point if NAS Whidbey were to pack up and leave. Supporting the OLF is the right thing to do. If you don't like the noise, leave.

(b)(6)

0573

Langley, 98260

Most people on this island have saved money for years in order to live on this serene and healing island. What is being proposed is almost in the category of acts against our human rights. This is in opposition to our rights both as humans and in accordance with the constitution . Thank you

(b)(6)

0574

Coupeville, WA 98239

<http://disclosuredeception.wordpress.com/> Click here to discover the lie "they were told" top of these two petitions. Mac McDowell was the county commissioners in 2002, and his wife was a realtor. It is unlikely the change in disclosure forms to the one he adopted for builders escaped his notice. This community uses popularity in the eyes of Navy supporters to do terrible, illegal things. Will the Navy continue to ignore it?

Coupeville, WA 98239

<http://disclosuredeception.wordpress.com/>

<http://disclosuredeception.wordpress.com/trapped-not-told-2/trapped-not-told/> They Should Have Known For people living on Whidbey, it is hard to understand how people could buy property around the OLF without knowing there is a touch-and-go landing strip there. Imagine someone driving by for the first time, with no planes flying. What would they see? Would they immediately comment, "Oh my Gosh! Look at that! That's a place where Growler jets touch down and take off again thousands of times a year! Boy, someone would have to be pretty stupid to live here because those jets fly low, and when they drop down or lift up, the engines point down toward the ground, and if you are under them, the noise will make you crazy." Look at the Google street view below, or go to Google and look at OLF from any angle. This angle is the view from the spot in the road where people often stop to look. This is what they see. (click to enlarge) OLF street view picture parking Look at the sign, the tower, the building below. A powerful military airport? Hardly. Look carefully, but you won't be able to see the airstrip at all. (click to enlarge) OLF sign The barricades are a better clue that something must be there, now, but the odds of seeing a plane are less than 20%. And over the last 6 months, the odds were 0. They don't fly weekends when employed out-of-towners look, either. All of us dream of retiring and moving to a beautiful place with a view. For many people, an Internet search turns up affordable properties that seem perfect. A flight to Seattle and a drive in may not reveal any jets or even the mostly hidden OLF. There are just a few days to look, a hurried offer for a home that seems a bargain, a return flight to catch, and a trip back home to start making all the preparations for a move. They should have known, and they would have if they had been told. Their complaints later are not the problem. Who would predict any other outcome? This is the map that should have been given to every buyer for the last 11 years, but was not: (click to open) noise zone map OLFT Here is the disclosure that should have been given, but was not: (click to open) 1992 Noise Disclosure

(b)(6)

0576

Freeland, WA 98249

The Navy has been here for years, and should be here ongoing. Our taxes have paid for the Navy's infrastructure to be built here and it would be extremely costly to match elsewhere. I mainly object to the arrogance of people being so intolerant when they choose to live in the flight zones! We live on south Whidbey and are NOT bothered a bit. If it is that bad, move down the road 10 miles!!! With all the other huge problems our country faces, and our world, just think of what all this energy being wasted on this debate could be used for!

(b)(6)

0577

Camano Island, WA 98282

The fact that NAS Whidbey has been there more than 70 years brings into question the fact that the Navy has been there long before the residents that are complaining. I'm pretty sure they had prior knowledge of the flight patterns and maneuvers, both day and night, prior to their purchasing land/residences on Whidbey. Consequently, it seems less than logical to allow a small group of people to affect military operations that have a potential to affect all of America, perhaps the world; not to mention the economy of Island County and the State of Washington.

(b)(6)

Anacortes, WA 98221

0578

I like the sound of freedom! It makes me sad that a few will try to impose their will on many just to improve their home values.

Lopez Island, WA 98261

My husband, daughter and I have lived on the south end of Lopez Island for fifteen years. Over the years the noise from military aircraft has continued to increase in volume and frequency. I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. We are frequently awakened or are unable to sleep because of aircraft noise at night. It is not unusual for phone and Skype conversations to cease while planes fly over because of the volume and intensity of the noise from the military aircraft flying overhead. The volume and frequency of this noise often feels like an earthquake with the shaking and rattling that occurs. Please consider the increased noise pollution that additional planes will have and how this will impact life in the affected areas. What impact does/will the noise levels have on the creatures of the ocean and land that have a more sensitive auditory system than humans? Increased planes also will bring about an increase in fuel consumption and disposal. Please review the health impacts of aeronautical fuel that is dumped on the oceans and islands from these planes. How will additional planes impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Testing air quality and soil for residues of jet operation should be conducted in the four counties affected by the jets. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. The south end of Lopez experiences occasional inundations of what smells like jet fuel. What are the health and environmental risks associated with these levels of pollutants in the air? The soil? On the food we grow and consume? How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, plant and animal species of the land, water and air of the Salish Sea area? The beauty of the islands is contradicted with war like noise of the Navy jets. The economy of San Juan County is dependent on tourism. How will the increased noise and pollutant levels affect our economy? Can a compatibility be achieved between the Navy jets and local land and water use of the San Juan Islands? The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. The 12 Australian EA-18Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release needs to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts need to be based on 25 EA-18G 's not 13. How is this number of aircraft compatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas? Thank you for taking the time to read and take to heart these comments.

(b)(6)

0580

Freeland, WA 98249

OLF should not be shut down. The complaining entities were advised of the activities there when they bought their properties. The OLF has been there for 70 years or so.
6110

(b)(6)

0581

Langley, WA 98260

Please keep the OLF base in Coupeville, WA. open and please extend the scoping meetings for this process.

(b)(6)

0582

Lopez Island, WA 98261

I would like to ask for a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. There was no Navy Scoping Meeting in San Juan County. Thank you.

(b)(6)

0583

Oak Harbor, WA 98277

The military is VITAL to the economic wellbeing of our community. OLF was here when we moved here 52 years ago. We have lived with the SOUND of FREEDOM all these years- gladly; recognizing it's value to us, the USA, and to our community. That the voices raised against OLF at this time should even be considered demonstrates a wild trend towards everybody being appeased. (Which isn't even possible!) What ever happened to the strength of command that simply said, "No". Let the complainers move. You were here first and are a necessity to us all.

(b)(6)

Clinton, WA 98236

0584

Please extend the comment deadline!

(b)(6)

0585

Oak Harbor, WA 98277

Please extend your comment period past the Jan 1, 2014 deadline, and include a presentation to the following communities that are impacted by the Growler and other Navy operations at Ault Field and Coupeville: Camano Island La Conner Port Townsend the San Juan Islands Quemas Island Sequim Thank you. (b)(6)

(b)(6)

0586

Oak Harbor, WA 98277

The Navy presence on Whidbey Island was our main reason for choosing to retire here. My husband and I have combined more than 40 career years with the Armed Forces and we fully understand the need for our troops to keep in top training condition. The Whidbey Island OLF is part of that effort. And we are willing to sacrifice a few hours per night to facilitate that effort.

(b)(6)

0587

Langley, WA 98260

I oppose Growler Operations at NAS Whidbey

Coupeville, WA 98239

While attending the EIS scoping meeting in Coupeville, WA on December 3, 2013 I questioned most of the people representing the Navy and/or DOD and found that almost none were "experts" in their field. I found that they were trying their best to obfuscate facts and when asked detailed questions regarding number of flights, noise exposure, jet fuel emission etc. Further questioning to gather facts were often met with downright belligerence. As a retired audiologist I particularly questioned the noise impact of jets. The person who was taking the questions had NO expertise in the impact of noise exposure on humans in regards to hearing loss, cardio-vascular effects, sleep deprivation and stress. He continued to deny that noise emission of 100-130dBA would not affect my hearing because it was a "different" noise. All other industries in the US must abide by OSHA standards and apparently the US Military does not. Veterans and military personnel get compensated for hearing loss and tinnitus due to noise exposure. It is the largest compensation of all compensations paid out (DOD) and costs the US taxpayer is in the billions over the past few years. The effect of the noise emitted by the Growler noise is not averaged out by my or any other ears. The effect is in REAL time measurements. To deceive the public, to deny to my face, that the day/night averaging has a different effect on my ears is a downright lie. In late May I measured 127.8 dBA while working in my garden. During that 6 hour period the noise emission was between 118dB-128dB. While in my yard I had to wear double hearing protection and experienced tinnitus for several hours after this event. Frankly, this is unacceptable. I spent many years adjudicating for Veterans to receive compensation for their hearing loss and tinnitus. We civilians do not have that opportunity, yet our health is compromised by our own military whose salaries, compensation, health, etc. is all supported by our dollars. I realize that the scoping meeting is to try to resolve some of these issues diplomatically, however the wrong people were chosen to represent you. It was merely a publicity event trying to pacify an ever more aware public. The effects of noise must be measured in REAL TIME without any day/night averaging or any averaging for that matter. The impact of noise, jet fuel emission, sleep deprivation, stress and learning must use the latest scientific studies on how it harms humans livestock, and wildlife. The risk of a possible crash in this populated area should be addressed. The decrease in real estate sales in Central Whidbey, therefore decreasing the tax base, should be explained. In summary, there is really no reason why the OLF field is valuable to the Navy. It is outdated, no jet aircraft can land there since it is too short, it is surrounded by an ever growing increase in population, it is impinging on a national Reserve and impacting many organic farms and it has become a public health hazard. It is also apparent that the Navy really did not meet the field for the past 7 months. The economic impact has had only negative effects in central Whidbey. Flight operations MUST be moved to a less population dense area where both the pilots can get the appropriate training and the citizens are not as impacted.

(b)(6)

0589

Freeland, WA 98249

Clearly the people opposing operation of the OLF are simply anti-Navy because noise is not the issue since that has been around for decades. They are simply people who don't need jobs and hate the military and are trying to use environmental issues to further their purpose.

(b)(6)

0590

Anacortes, WA 98221

As usual these days, there are a small group of people who after moving into this location now want it to be "Quieter" for their selfilsh reasons. Thousands of us live in the areas of jet noise and quite frankly - love the noise the Navy fliers and their operations. The Navy should not be dissuaded by this small group of fanatics. Afterall - it is within those people's rights to MOVE themselves. It was certainly quite obvious where they chose to live Period! GOD BLESS OUR NAVY/TROOPS!

(b)(6)

0591

Mount Vernon, WA 98273

I am 73 yrs old. The noise with the planes going over head is very stressful and drive most people nuts!

Lopez Island, WA 98261

EIS Scoping comment Subject: background noise levels January 2, 2014 I am writing to request that the EIS include data and research findings on the effect of background noise in terms of dose-effect relationships between aircraft noise levels and community annoyance, with specific consideration given to areas that lie outside of the mapped "noise zones" of Ault Field and OLF. As a resident of Lopez Island whose home is less than 8 miles from runways at Ault Field, I can testify that noise impacts from flight operations and training exercises are magnified when heard against a backdrop of the naturally minimal ambient noise levels typical of many areas in the region bordering the Salish Sea, Straight of Juan de Fuca, and Admiralty Inlet. Noise level monitoring should be conducted at numerous sites at a range of distances up to 20 miles from NAS Whidbey airfields in order to obtain baseline sound level measurements to which single noise events under real conditions may then be compared and assessed as to environmental concerns. Previous environmental assessments virtually ignored both auditory and non-auditory noise impacts outside of the 65 dB DNL noise zone near the airfields where the potential for hearing loss was the primary concern. Research has shown that annoyance responses in regions of low background noise are much higher than in those with high background noise levels. Annoyance response correlates with stress response and its attendant psychophysical effects. Background noise levels need to be taken into account when assessing the environmental impacts of noise pollution in this particular geographical region and as pertains to this particular aircraft, the EA-16G. reference: (J Acoust Soc Am. 2008 Feb;123(2):766-71. doi: 10.1121/1.2821985. Effect of background noise levels on community annoyance from aircraft noise.) (b)(6)

(b)(6) Lopez Island, WA 98261

(b)(6)

0593

Anacortes, WA 98221

When we hear the Navy planes fly we think it is the sound of freedom. Doesn;t bother us.

(b)(6)

0594

Freeland, WA 98249

I live on Whidbey Island. I have commented here before, but wanted to make an updated comment: I believe that the majority of people on Whidbey Island support in full the US Navy Air Station, as well as the Navy activities and training work done at the OLF in Coupeville, WA. Please continue your great work here on Whidbey Island. I do hope the cement blocks will be used as a permanent solution at OLF instead of a chain link fence. Recommend low growing, low maintenance lavender plants around the cement blocks.

(b)(6)

0595

Lopez Island, WA 98261

The noise doesn't bother me at all. I know it is necessary that our military train so that they can be ready ar all times.

(b)(6)

0596

Anacortes, WA 98221

My family and I are very appreciative of NAS Whidbey. We have lived under the jets for 13 years, in fact I hear one as I write this. Even though, we on rare occasion have to halt a phone call for a second because of the noise, it is well worth it for what we get in return. We wouldn't dream of living anywhere else or having NAS Whidbey anywhere else. The base is important to the local economy and more importantly to the defense of our nation. Please don't cave to the voice of a few and understand that many locals feel a deep sense of pride in the base. This base is a crucial part of our local culture and economy. If someone does not appreciate the base they can move. We love Whidbey Naval Air Station!^{(b)(6)}

(b)(6)

0597

Freeland, WA 98249

PLEASE consider this my support for the EA-18G Growler airfield operations at NAS Whidbey Island!! We need jobs on this Island and the Navy supplies many! Not only in the form of navy jobs, but their paychecks reach out into our community in many ways. This island would suffer should this program be shut down by a few who do not have larger visions than just themselves. And my guess is that the airfield and programs have been around longer than most of them. Please keep the pilots safe by giving them proper training at NAS Whidbey Island! As I've always heard.... that's the sound of freedom!

(b)(6)

0598

Oak Harbor, WA 98277

I strongly support keeping the outlying field open as it is essential to the training of our pilots.

(b)(6)

0599

Friday Harbor, WA 98250

Please do NOT increase the noise levels of aircraft over the San Juans! Thoroughly conduct and EIS on this issue as it relates to the San Juans and the Salish Sea before any such thing such as Growlers is considered for approval. Thanks, (b)(6)

(b)(6)

0600

Coupeville, WA 98239

Times have changed since we bought our home on Whidbey 17 years ago. Whidbey Island is no longer primarily a rural, agricultural community. Having been deafened and blasted by damaging levels of sound from jets practicing landings and take offs on multiple occasions I have reached the conclusion that this facility and the residential character of Whidbey Island are no longer compatible. This needs to be acknowledged. It's time for the practice area to move away.

(b)(6)

0601

Langley, WA 98260

As a citizen and resident of Whidbey Island I am appalled at what this anti navy group is proposing. RIDICULOUS. We need the navy base on Whidbey for obvious reasons and the Navy needs the Coupeville field for training. Tell the anti navy group to take a hike. I AM SO SICK OF THESE GROUPS THAT THREATEN OUR COUNTRY WITH THEIR ABSURD RATIONALLE. I LOVE THE NAVY AND WHAT IT BRINGS TO THE ISLAND. WE NEED TO DO EVERYTHING WE CAN TO KEEP OUR BASE IN OAK HARBOR AND DO EVERYTHING WE CAN TO HELP THEM DO THEIR JOB!!! protecting OUR FREEDOM AND LIBERTY.

(b)(6)

0602

Lopez Island, WA 98261

EIS Scoping comment Subject: Limitations of dB(A) sound metrics January 2, 2014 I am writing to request that EIS consultants be directed to consult the below-referenced document in their consideration of valid sound metrics to be employed for assessing the environmental impacts of EA-18G aircraft noise: Institute of Noise Control Engineering NOISE-CON Congress and Conference Proceedings Baltimore, Maryland NOISE-CON 2004 2004 July 12-14 The Impact of A-weighting Sound Pressure Level Measurements during the Evaluation of Noise Exposure Richard L. St. Pierre, Jr. RSP Acoustics Westminster, CO 80021 Daniel J. Maguire Cooper-Standard Automotive Auburn, IN 46701

(b)(6)

0603

LaConner, WA 98257

I live directly across the bay from Whidbey Island and NAS Whidby. When the Growlers fly at night they fly directly over my home. Do they make themselves known,... YES. And my wife and I love it. The sound of Freedom. On a more commercial note, the financial impact of NAS Whidbey is tremendous on Anacortes, also. Please resolve this dispute in favor of night training at NAS Whidbey

(b)(6)

0604

Freeland, WA 98249

Do the right thing and extend the scoping comment period and hold meetings for Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago. They too are affected by the extra-ordinary noise caused by planes that will be obsolete in our lifetimes.

(b)(6)

0605

Anacortes, WA 98221

I support the EA-18-G Growler operations at NAS Whidbey

(b)(6)

0606

Camano island, 98282

To defend our country we must be ready 24X7, therefore training our airmen must be of highest priorities. Please consider keeping the project on where it is rather than making a costly move.

Concrete, WA 98237

To whom it may concern: I'm old enough to remember when the A-3D flew out of, around, and over Whidbey Island. I should - my dad was a NFO B/N in them with VAH-6 and VAH-123 at NASWI. He later was a B/N with VA-52 in the A-6. Following that, the maintenance officer for CAG-5 aboard the USS Midway during Operation Frequent Wind and then at COMATVAQWINGPAC, NAS Whidbey Island. My father flew with VA-52s CAG in the first A-6 over N Vietnam during Linebacker I. He received 7 DFCs and 27 Air Medals along with numerous other awards during his 31-year long and honorable career. I remember what he had to say in regard to those complaining about jet noise over Whidbey Island back in the late 1960s and early 1970s; I know what he would say now. And that is why I am commenting regarding the EIS. As anyone who knows Naval Aviation history remembers, the A-3D Skywarrior ("Whale") was a huge, beautiful, and loud aircraft. So heavy, they used parachute air-brakes to stop on tarmac. Those big engines were decidedly louder than the EA-18G. But, of course, the anti-OLF group "Citizens of Ebey's Reserve" (COER) doesn't remember or know this. Their biggest and loudest mouthpieces didn't live on Whidbey Island then. In fact, the majority of them are relatively new to Whidbey Island. Many within just a few years back. Because the airstrip was built during WWII, the anti-OLF crowd erroneously claims OLF Coupeville is "outdated" and not "state of the art". That false claim has become one of their signature talking points. They've even convinced folks who don't live in Island County and likely don't know what and OLF is for or an A-3 sounded like to write letters using the same false claim. The field was built before jet aircraft came to NASWI, however, it wasn't outdated in the late 50s when A-3s began flying FMLPs out of the OLF. Knowing this, it's obvious OLF-Coupeville cannot be considered outdated now. As we know, the A-3 was considerably larger than the EA-18G and that size was obvious from the powerful sound it would emit. COER claims their concerns aren't only about noise, but safety. Did any incidents occur at OLF-Coupeville that involved the A-3D, the largest jet to operate off of a US Navy aircraft carrier? No. Move to present day: have any incidents occurred with the EA-18G? No. Obsolete? Dangerous? Absolutely ridiculous. It is my understanding that OLF-Coupeville is considered by the Navy to be one of the finest, most accurate set ups for FCLPs in the United States. But, a minuscule gathering of malcontents who regret their home and land purchases because they didn't perform due diligence when buying believe they know more than the Navy when it comes to operations. Bluff and bluster compiled with emotional pleas make for a lot of hub-bub and thrashing about, but facts are what true arguments are made of. And the facts simply do not play out in COER's favor. It's why they hope their untruths, emotional hyperbole and smoke-and-mirrors tactics will distract and sway the public as well as the Navy. It's why they say publicly they support the Navy but in private emails to Island County politicians refer to Navy personnel payday as more "pork-grease". It's why not one of these folks claiming hearing loss or heart conditions or anxiety or sleep deprivation due to the OLF have yet to file a claim for said conditions. They have to use emotion, misrepresentation, and dishonesty because they just don't have truth and facts on their side. From A-3s to EA-18Gs - OLF Coupeville and NAS Whidbey Island have a long and proud history in Island County with up-to-date facilities that keep the local, state, and national citizenry safe - on several

levels. Indeed, this Navy Junior says keep 'em bouncing at OLF-Coupeville and Fly Navy!
Thank you for your time.

0607

(b)(6)

0608

Lopez Island, WA 98261

I and my family live on the north end of Lopez Island. Naval aircraft noise has been so loud that our entire house vibrates. It's impossible to do anything but cringe and attempt to cover one's ears for protection. Please address the cumulative and comprehensive effects of aircraft noise on physical and psychological health. Our family includes both military and civilian aviators. Consistently incorporating standard noise abatement procedures at Whidbey would help garner support from neighboring communities in your area of operations.

(b)(6)

0609

Oak Harbor, WA 98277

I support the Growler mission on Whidbey and want to keep OLF open. I grew up under the noise of the A3's,A3D's, the Intruders and Prowlers and turned out just fine !! My Dad was Civil Svc and the Navy put food on the table and clothes on our backs. Don't let a few whiners ruin the economy of the Island.

(b)(6)

0610

Oak Harbor, WA 98277

As a previous general contractor building homes on Whidbey Island I realize the importance of keeping NAS Whidbey open and growing. Our economy depends on this huge employer. I desire the best for my community, namely people employed, successful businesses thriving and pride to support this necessary part guaranteeing our nation's freedom. Please keep NAS Whidbey!

(b)(6)

Anacortes, WA 98221

0611

I would like to make sure that the appropriate environmental precautions are taken for any new activities. To do so, details of flight patterns, fuel releases (before landing), noise levels near runways as well as any major changes to wildlife habitat will have to be released. I do not believe the data necessary to assess the impact of these new activities has been released.

(b)(6)

0612

Lopez Island, WA 98261

I and my family live on the north end of Lopez Island. Naval overflight noise disrupts our sleep. Please address the cumulative and comprehensive effects of increased sleep disruption on physical and psychological health. We are a pro military family. Consistently incorporating standard noise abatement procedures at Whidbey would help garner support from neighboring communities in your area of operations.

(b)(6)

0613

Greenbank, WA 98253

I am a long time Whidbey Island resident and I am very proud of the contributions the community has made to support the Navy. I know that the operations at OLF are critical for our Navy Pilots. Our family supports your continued use of OLF and other Whidbey Island facilities. I submit that those who live nearby and are protesting loudly be offered a fair market price for their property so that someone else can live here knowing what you do for Peace in the World!!

(b)(6)

0614

Friday Harbor, WA 98250

To Whom It May Concern: I live on San Juan Island and have enjoyed and cherished the benefits of living a more rural lifestyle (quiet, peaceful, natural environment). I have experienced the ongoing Growler operations and am dismayed by the impact it has had on my life. I recognize the necessity of your training operations but, wonder if these could not be performed in a more geographical appropriate environment. Such as, Nevada. The negative impact I experience includes: a physical response to the noise and energy of the flights; windows and doors rattle, my dogs cower and shows other signs of distress. This is truly an ongoing disturbance of the peace. I can't encourage you enough to take these operations to another area that is not populated and where the impact would be less destructive . Thank you for your consideration. I will also be writing to my congressman and senators.

(b)(6)

0615

Lopez Island, WA 98261

I and my family live on the north end of Lopez Island. We are concerned about our air quality. Please address the cumulative and comprehensive effects of aircraft flights on air pollution over Lopez Island.

(b)(6)

0616

Lopez Island, WA 98261

I and my family live on the north end of Lopez Island. Our community relies heavily on our local ranches, farms and marine fishing. Please address the cumulative and comprehensive effects of aircraft noise and pollution on the health and productivity of our livestock, crops and fish.

(b)(6)

Anacortes, WA 98221

0617

The noise doesn't bother me anymore. It's the sound of FREEDOM!!!!!!!

(b)(6)

Freeland, WA 98249

0618

I approve of the OLF as run by the Navy. They have been here for 70 years.

(b)(6)

0619

Coupeville, WA 98239

I live under a portion of the flight path used by the aircraft flying missions at the OLF. I am not bothered by the noise the aircraft make as they fly over. The flights are infrequent and of short duration. When I bought my property I paid a ridiculously small price for it, compared to similar properties elsewhere, because of the proximity of Naval flight operations. This fact was clearly disclosed to me by my realtor and I was provided with documents outlining the impact on my property. I accepted the fact of the noise from flight operations because I was able to buy a property that I never could have afforded otherwise. I have lived here for thirteen years. I have never personally spoken to anyone who opposes the flight operations at OLF. I believe those opposed to flight operations to be a very small group of people who gladly purchased their properties at a deep discount and now hope to reap a large financial benefit by forcing flight operations at OLF to end. Please allow me to assure you that it is not necessary, from a quality of life standpoint, to change Naval flight operations at OLF.

(b)(6)

0620

Oak Harbor, WA 98277-5446

NAS Whidbey is vital and wanted here on Whidbey Island. Our Navy personnel - active and retired - are an active part of our community and we want them to stay. Our freedom is not free - part of the price we pay is lives of sons, husbands, daughters and moms lost in battle ,,,,,,how can we possibly complain about the noise of jets that only occurs a few hours on various days. Enduring the noise should be easy and a small price to pay so our pilots can be prepared to fight for us and keep our country free. I STRONGLY support the US Navy and NAS Whidbey as they strive to maintain OLF as a practice field for their pilots and crews. (b)(6)

(b)(6)

0621

Fallon, NV 89406

Although we have been stationed in Fallon, NV for the past 18 months, my family and I still own our home in the Highlands West neighborhood in Oak Harbor. We spent six years living in Whidbey Island, and thoroughly enjoyed every aspect of it- including the sound of freedom. The men and women of the prowler/growler community desperately need the Coupeville OLF to complete their training for the fleet and to stay up to date on qualifications. Myself and my family wholeheartedly support both the prowler/growler community and the Coupeville OLF.

(b)(6)

0622

Freeland, WA 98249

I grew up on Whidbey 60 years ago, and loved to see the Navy planes fly overhead. I was told then, as I am told now, the planes are the sound of peace. Now it is the sound of economy, prosperity, security and love thy neighbor for all.

(b)(6)

0623

oak harbor, WA 98277

The NAVY was here first and they should remain and train as they see fit. If the people can't take the noise then MOVE

(b)(6)

0624

Coupeville, WA 98239

I believe that you have forgotten a few communities that need to be included in the EIS scope. Port Townsend, La Conner, Camano Island, Sequim, Lummi Island, and the San Juan Islands are also affected by the training at OLF Whidbey in Coupeville. In order for your reports to have integrity, they need to include all affected parties. Therefore I am requesting that you extend the EIS scoping period for 60 days to get the input of these citizens who are affected by Growler training at the OLF. (b)(6)

(b)(6)

0625

Clinton, WA 98236

I am totally in support of keeping the OLF in Coupeville. It has been here since WWII, facilitating the ongoing training of our Navy pilots. The pilots are still needed, their planes are still needed and their training is still needed. Those people who want to get rid of the OLF don't understand what they are asking - a diminution of our nation's military preparedness as well as a severe blow to Whidbey's economy.

(b)(6)

0626

Freeland, WA 98249

This base needs the "touch and go" landing strip. How do we keep our country safe if we can't train our men in uniform.

Coupeville, WA 98239

We two would like to comment on environmental effects associated with ongoing and future EA-18 Ggrowler airfield operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF) Coupeville, Washington. Lest our comments be construed as anti-military sentiment, one of us, (b)(6) grew up with military aircraft. His father worked for decades at North American Aviation/Rockwell Intl., and built the A3J Vigilante and the XB-70 supersonic bomber. He later worked at NASA during the Apollo launches. Thomas worked at Rockwell where he helped build the OV10A Bronco counter insurgency aircraft, as well as working on the General Dynamics' Naval Missile Guidance Program, and Boeing in Washington state. We moved to Whidbey Island primarily for the ocean view, and the quiet and clear night sky—away from Seattle noise and congestion. We did not realize that military aircraft would be flying full-throttle a few hundred feet over our house until after midnight. At the time we purchased our house no mention was made that it lies in the flight path of Navy jets flying under full thrust with no noise suppression. We have since learned that legally such notification is required. Ten years after the purchase of our house, we are considering looking over our purchase agreement and legal documents. 1) At well over 100 decibels, the noise level is dangerously high for humans as well as animals. When we hear the aircraft, we immediately go indoors and put on noise-canceling headphones. We also bring our pets inside. 2) Non-domesticated animals with extremely acute hearing must suffer considerably. We both see psychotherapy clients in our home-based office. 3) The aircraft have become a significant disturbance, at times making it impossible to conduct our business. We have had to sit in the lower level of our house, virtually held captive in our own home. Many times we have found it impossible to focus on anything except the noise. 4) Furthermore, the possibility of an aircraft engine failure is always on our minds as it may be just a matter of time until an out-of-control aircraft crashes into our neighborhood or some other nearby. 5) It is our understanding that property values have already been negatively affected. This is especially true for those with rental properties. 6) Finally, while driving in Oak Harbor in late December, 2013, we drove behind a red pickup truck that had the following professionally printed on it: "Idiot': Someone who buys a house in the flight path and then complains about the noise." This controversy has created a hostile environment and unfortunately supports a growing contention that the US Navy cares little about the concerns of the citizens it purports to protect. These factors in combination create a considerable level of stress. Given that stress is a major cause of illness, we object to with ongoing and future EA-18 Ggrowler airfield operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF). It is reasonable to expect that the U.S. Navy find a more appropriate location for an OLF, away from populated areas. Sincerely, (b)(6)

Oak Harbor, WA 98277

I have lived in Oak Harbor for twenty two years. The sound of planes has been part of living here and until this past year had not impacted daily living or the ability to be outside. The glorious summer we had in 2013 consisted of weeks where the planes were flying twelve hours a day with what appeared to be small breaks every two hours. I have never experienced the planes flying so low I could tell you the color of the pilot's headgear ! I watched my grandchildren hold their ears and jump on to my lap it was devastating and frustrating that we needed to go and stay inside. Forget about playing in the pool, riding a bike, shooting hoops or enjoying the outside playset. My son and his family bought a home on Wilson road this past spring within a month their two year old daughter was not sleeping through the night and experiencing night terrors the planes fly about one hundred feet above their tree line. There were observed major changes this past year concerning both planes (Growler, Prowler). - the amount of flights. - lower altitude. WHY ? I went to the scoping meeting in Oak Harbor and could not get a direct answer on how the sound levels are going to be measured ie: actual real time decibel readings in impacted areas or if they will only use the NOISEMAP program. I WOULD CHALLENGE DECIBEL LEVELS TO BE RECORDED IN REAL TIME AROUND THE WILSON AND SLEEPER ROAD AREA. NAS Whidbey is located on an island for some reason I think this is important. The Oak Harbor area is currently dealing with issues concerning the capacity to provide water and sewer needs to the current population. The Navy's response to contributing to a new sewer treatment plant was a resounding maybe we will. The booklet given out during the scoping meetings estimates bringing in two squadrons will bring in 860 additional personnel and 2,000 plus family members. There is not enough military housing to accommodate that amount which means they will be living in the city of Oak Harbor utilizing the current infrastructure. Issues that need to be addressed in EIS concerning impact to the island and specifically the City of Oak Harbor. - Sewer capacity - Water - impact on classroom sizes in the Oak Harbor school district. - Fire and Law enforcements ability to respond. I hope and want to believe this EIS will be completed before the new squadrons arrive here , but when money is being appropriated in committee presently and our local politicians are receiving accolades. I tend to feel like the EIS will be a bunch of smoke and mirrors because the squadrons will be here before the completion of the EIS and as a community member I will know that the quality of life for myself, family, and friends is of no consequence and that really saddens me.

(b)(6)

0629

Freeland, WA 98249

For the welfair of the united states of america we need to keep the navy base as well as the touch and go airstrip in coupville. My input fore this is very strong as well as my concern for this matter.

(b)(6)

0630

Oak Harbor, WA 98277

We need the navy base because it has strategic importance. I am a retired (b)(6) . and I know the importance of our Navy Base. The noise of the aircraft is not that bad and the people that don't agree just are being plain dumb and don't understand the importance of the Navy being here.

(b)(6)

0631

Coupeville, WA 98239

It seems counterintuitive, and wrong, for the Navy to work so hard at preparing to defend Americans' freedom from oppressors, while engaged in this training they are harming the health of the very citizens they are committed to protect. How is it okay to knowingly permanently harm the health and well being of our children. To whom is this acceptable? Certainly not to the very ones sacrificing their lives to protect us.

(b)(6)

0632

Langley, WA 98260

Keep NAS Whidbey! The base is essential to our local economy and to national security,
These people knew the situation when they purchased their homes.

(b)(6)

0633

Oak Harbor, WA 98277

Do not be taken-in by the Coupeville bunch! The Navy is loved and supported. The crazies in Coupeville are not life long residents...they knew what they were getting into when they bought their property. They are trouble makers and do not reflect the opinions of 90% of the citizens of this island!!!

(b)(6)

0634

Lopez Island, WA 98261

As a resident of Lopez Island, I am concerned that the already unacceptable level of noise from the Whidbey NAS would rise under the proposed expansion of the Growler aircraft. Please include the detriment affects of this noise in a thorough EIS review. Also please extend the comments period another 60 days to allow more people to get involved. Sincerely, (b)(6)

(b)(6)

0635

Thornton, CO 80602

The complainers should remember that the noise from the planes is the reason they can complain.

(b)(6)

0636

Meridianville , AL 35759

I grew up on whidbey island from the time i was 3 till the time i was about 19 years old.. i visit the island at least twice a year owning a farm and property there, I have never found the jets disturbing or to be a problem .. and having served my country for going on 33 years.. i say this to the people who are opposed to the OLF, i say, if you dont like it.. leave, its much like living next to a train station.. you get used to it or you move.. i suggest those who dont like it MOVE!!

(b)(6)

0637

Freeland, WA 98249

I think the touch and go field is a valuable training that was here before most people moved in. I think it should remain open.....Thank You!

(b)(6)

0638

Leavenworth, WA 98826

I totally support allowing the F/A-18 Growler to continue to use the OLAF Coupeville complex.

(b)(6)

0639

Mount Vernon, WA 98274

I am a retired Naval aviator. I was stationed at NAS Whidbey in the 1970s. I'm aware of the need the Navy has for the electronic warfare capabilities of the EA-18G as I was in electronic warfare at one time in my career. I am also aware of the economic stimulus that NAS Whidbey provides to Island and Skagit Counties. For both those reasons I support basing the EA-18G at Whidbey. It is no noisier than the old EA-6Bs were and is far more efficient at its mission. Please keep the EA-18Gs at Whidbey Island.

(b)(6)

0640

Lopez Island, WA 98261

At last there seems to be critical mass in a movement to stop the ridiculously high number of supersonic and subsonic flights over the san juan islands. I have lived on lopez for 14+ years and the frequency and noise level of these flights seems to be getting worse. If we are not at war and are not imminently intending to be, how about putting more emphasis on flight simulation and cutting back on the actual 'test runs' . It would save money, save our environment and keep the nation just as safe. Thanks. (b)(6)

(b)(6)

(b)(6)

0641

Oak Harbor , WA 98277

Regional communities have been left out of the Growler EIS scoping meeting process. Please extend the comment period for 60 days and hold meetings in Omitted communities listed below! Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago (Friday Harbor, Lopez, Orcas, Shaw, and San Juan.) My farm is in Dugualla Bay and has been farmed long before the Navy came to Whidbey Island. NASWI has encroached and encroached on my farm over the years. With the arrival of the EA18G I have had tremendous loss in revenue at my farm. My customers of more than thirty years stated to me this summer that they would not be back next year if the EA18G continue to flight over my farm. They stated "the noise is harming my family's ears and the pollution in the air is more than my family can tolerate". The question always pops up "does the fuel dump age effect your corps"? These planes are running me out of business. This is very unfair as this is part of my retirement. NASWI Liaison quotes the planes do not harm the environment or civilians with noise or fuel dump age, but NASWI personnel states they will not buy produce from my farm as they dump fuel on our fields and noise levels are to high to come to the field.

(b)(6)

0642

Lopez Island, WA 98261

Dear Capt. Mike Nortier I believe that the Jet over-flights on Lopez Island is causing a decrease in our tourism industry. With the addition of yet two more squadrons and training of non-US pilots, this industry will be further hurt. Tourists do not want to come to a noisy place for relaxation in a place of beauty. Please extend the comment period for another 60 days. You are not getting a sense of public displeasure over this because of the holiday season. Thanks for your consideration, (b)(6)

(b)(6)

0643

Camano Island, WA 98282

I write in support of the NAS Whidbey Island Growler combat support flights over land NAS Whidbey has owned for more than 70 years. My own family has owned and used property on Camano Island in Island County since the end of World War II. These flights will impact our area on the West Side of Camano Island. We are fine with that. My late grandmother purchased our family home here shortly after the death of her son (b)(6) (b)(6) during the Battle of the Bulge. We are a Gold Star family. I resent the efforts of a few wealthy liberals who live near NAS Whidbey to destroy this vital facility. They do not represent the very large majority of our Island County community, and they are working against our interests and the interests of the national defense of the United States. Our state's congressional delegation, including Sens. Patty Murray and Maria Cantwell, fully supports the deployment of the Growler squadron at NAS Whidbey, as does our community. These flights do not and will not represent any environmental degradation of our community. Please do not allow a rich, entitled, and deeply selfish minority to harm our community. They should not succeed in their ridiculous and unfounded efforts to find an excuse to get rid of NAS Whidbey. Thank You, (b)(6) Camano Island

(b)(6)

0644

Corpus Christi, TX 78413

To close OLF Coupeville and ultimately NAS Whidbey Island is one of the most absurd ideas I have ever heard. I am a non-resident Whidbey Island land owner and I totally support the Navy presence and its continued use of OLF Coupeville. The benefits of training for the defense of the USA overwhelmingly outweigh any inconvenience of noise in the area. Anyone with an ounce of sense knows airports mean noise and if you buy/live near one it will have noisy times. To buy real estate in the vicinity of an airport at low/depressed prices and then complain about noise to get a base closed is a ruse of greed and selfishness and cannot be explained any other way. Closing OLF Coupeville and ultimately NAS Whidbey Island would not only be a severe impact on our national defense it would be a devastating impact on the entire economic structure and stability of Island County and the significant surrounding area. Please do not give in to a vocal, self-centered, group of people who's only true motivation is greed.

(b)(6)

0645

Anacortes, WA 98221

We support the Growler and run way. We have lived in Anacortes for 9 years and appreciate the Navy and all they do. The planes fly over us and we have come to love what their fair represents.

(b)(6)

0646

HOUSTON, TX 77024-6218

Whidbey Island has a long history of providing pilots, air crews and aircraft to defend our country. It is strategically located where our land and carrier based aviation can best provide trained pilots and resources for our country. Arguments of noise have been advanced throughout my career. But the needs of our country and the Whidbey Island economy should not be held hostage to this. No longer at Whidbey, I would still be subjected to costs of relocating. We must be responsible to our nation's needs and not succumb to individual propertyowners desires. Respectfully, (b)(6)

(b)(6)

0647

Oak Harbor, WA 98277

addendum to last comment. Please cease and assist flying until the EIS for EA18G is completed, we have had to endure way to much already. Complete a full and independent audit of the EA18G and future aircraft to determine the impacts to all surrounding areas. Look at other location more suitable to Navies Mission.

(b)(6)

Anacortes, WA 98221

0648

Having been involved in Real Estate sales in Island and Skagit Counties over the years. It's a fact that when purchasing property the buyer must sign a waver acknowledging the fact that Naval Planes may fly over your property. I like the sound of freedom flying over my place. Property owner should do their research before they purchase, not after!

(b)(6)

0649

Camano Island, WA 98282

I don't understand people that would cut off their noses to spite their face?? Keep the whjole Navy here and ignore those who want you to leave. Thanks, (b)(6)

(b)(6)

0650

Langley, WA 98260

The Navy base, and OLF training facility have been on Whidbey island for many decades. There was some compensation of the limited development around the outlying field. We have a very strong buyer notification of ANY negative issues when purchasing land. It is hard to imagine any prospective buyer would not know of airplane activity associated with this airfield which is adjacent to the state highway. The training of pilots for aircraft carrier operations at OLF is critical. Our National security should have a higher priority than land use issues which should be obvious.

(b)(6)

0651

Coupeville, WA 98239

I request that the Navy require reliable (i.e., scientific) studies in several areas: the effect of jet noise above 100 decibels on hearing, heart conditions, depression, anxiety. Also on the effects of sleep deprivation from jet noise on children's schoolwork and behavioral issues, and on adults who go to jobs after being kept up half the night, rattled, uneasy, and distracted. As so much scientific data proves, aircraft noise can permanently damage hearing and raise blood pressure in humans, and harm livestock and wildlife. There have been documented cases of chickens hurling themselves to death during overflights. Pets are traumatized. Humans are traumatized. There is also the safety issue to be examined. Flights over populated areas, which are the case in our area, sometimes at 300 feet or less above our homes, pose potential safety problems. Pilots and residents are at risk when the Navy uses this short, outdated, World War II OLF. Please investigate other locations for the Growler training, such as China Lake, CA, which actually wants to welcome the Growlers and already has the infrastructure in place to perform these touch-and-go's and house the necessary Navy personnel. Please study the effects of the jet noise on tourism, camping in Deception Pass and other parks on the island, and on real estate sales.

(b)(6)

0652

Bluffton, SC 29909

I was stationed at Whidbey from 1961-1963, and consider that first tour the reason I stayed in the Navy for 20 yrs. The loss of Whidbey because of a vocal minority, would be a loss to the Navy, the personnel who would enjoy life in the Whidbey, and the community, both economically and culturally.

(b)(6)

0653

Langley, WA 98260

My wife and I fully support the continuance of the training conducted at OLF. The training is essential and from an economic standpoint NAS is critical to us.

(b)(6)

oak harbor, WA 98277

0654

As long as the OLF is an integral part of the Navy's mission, it should be supported with vigor.

(b)(6)

0655

Wenatchee, WA 98801

My father brought his wife and new son to Whidbey around 1960. We stayed there because it was beautiful and a nice place to raise children. It still is today. I live in Wenatchee now but my extended family still lives in the O.H. area. The majority of them can only live there because there are jobs that are tied to the overall economy of the area. I fear they would have to move if NAS Whidbey left. I appreciate the fact that the Naval planes make loud noise, they always have. The people who are protesting the presence of those planes had to know they were buying property near the Coupeville airstrip. Since they chose their property knowingly I can't find sufficient sympathy for them to warrant the closure of the landing strip and threatening the economic welfare of everyone else on the island.

(b)(6)

0656

freelalnd, WA 98249

Please keep the Growlers in the air over Whidbey Island. They have been here for years and they must train to protect the United States of America. Also, they provide a work for thousands on Whidbey, with much of the money being spent on the island. The people complaining the most knew the Navy was here when they purchased their properties. It should be no surprise to them. If you live next to a freeway and over the years there is more traffic on it and hence more noise do you ask them to shut down the freeway or limit the number of cars that can travel on it. Please keep the Navy on Whidbey. (b)(6)

(b)(6)

(b)(6)

0657

Coupeville, 98239

Considering that OLF has been operating since the 1940's I'd be willing to bet that members of the COER group didn't buy their houses on Whidbey before that. They didn't do their homework on where they bought their house and/or should be complaining their realtors NOT the Navy. The COER group must be certified members on NIMBY [not in my back yard] How foolish on their part to blame anything and everything except themselves. We hear the planes a bit here in Ledgewood Beach and regard them as the sound of freedom. And if it was my son/daughter out there practicing landings....I would like them out there twice as much! GO NAVY!!

(b)(6)

0658

Coupeville, 98239

Considering that OLF has been operating since the 1940's I'd be willing to bet that members of the COER group didn't buy there houses on Whidbey before that. They didn't do their homework on where they bought their house and/or should be complaining their realtors NOT the Navy. The COER group must be certified members on NIMBY [not in my back yard] How foolish on their part to blame anything and everything except themselves. We hear the planes a bit here in Ledgewood Beach and regard them as the sound of freedom. And if it was my son/daughter out there practicing landings....I would like them out there twice as much! GO NAVY!!

(b)(6)

0659

Coupeville, WA 98239

I am writing to express my concern about the current and future use of the OLF in Coupeville. The increasing frequency and noise /volume have an impact on my life and on my real estate value. I purchased my property 10 years ago. At the time I searched all around Whidbey to find land that suited me and was not in the flight path to the touch down field. When we purchased, there were no noise waivers required by real estate sales in the area we purchased in. We know there were waivers required in other areas and we avoided those areas. At that time, the fly overs were minimal at our property. Based on that known condition we purchased here as a place to live and as an investment for our future. In the recent couple of years apparently the approach path has changed and flights are happening much more frequently over our home. They are later at night and often keep us awake much later than we desire, impacting our sleep and health. We don't know exactly the impact to the value of our real estate. However, if we were to sell our property now, we would likely be required to disclose information about the noise impact and this could limit our ability to sell and decrease our investment return. We support the Navy and appreciate all they do. However, we feel that the changing population density in our town and the increasing number and volume of flights do not make for a good mix. As you plan for updated OLF, please consider areas more remote than our beautiful prairie. Thank you. (b)(6)

Seattle, WA 98104

December 27, 2013 To the EIS Scoping Committee: In response to a request from the Citizens For Ebey's Reserve, the University of Washington based NW Pediatric Environmental Health Specialty Unit (NW PEHSU) conducted a review of published literature on the children's health effects associated with noise exposure. The review focused on the group's concern regarding loud noise coming from military jet touch and go training on Whidbey Island. We then presented our literature review at a community meeting in Coupeville WA, on November 19th, 2013. Since the scope and time frame of this request were beyond the capacity of the NW Pediatric Environmental Health Specialty Unit's (PEHSU) resources, we suggested Citizens For Ebey's Reserve hire Samantha Serrano, MS, an environmental health specialist affiliated with UW PEHSU, to conduct the literature review. We worked with Ms. Serrano to critically review and synthesize the relevant literature and draft a summary of her results. NW PEHSU interpreted the children's health evidence base in the context of the noise measurements collected during military jet training on Whidbey Island provided in a written report (Appendix A). We are also submitting this report via mail in case there are any electronic difficulties in delivery. Catherine Karr, MD, PhD, MS and Samantha Serrano, MS presented the evidence synthesis at the November 19th community meeting. Ms. Karen Bowman, MN, RN, COHN-S, a private sector environmental health consultant (not affiliated with NW PEHSU) addressed adult noise effects. NW PEHSU also developed a Noise and Child Health information handout for distribution at the community meeting.

Children's Health and Noise Exposure Literature Review Summary Children are a vulnerable population for adverse effects of noise. Their organ systems are developing and extreme noise exposure in childhood may predispose them to disease in adulthood. Children typically spend more time outside than adults, and also have higher exposures to community noise because their hazard awareness and avoidance skills are unsophisticated. Children rely on adults to ensure the environments where they spend time are safe. A review of the published human health studies revealed associations between chronic aircraft noise exposure and multiple adverse outcomes in children. The strongest and most conclusive evidence was for impaired learning, including reading comprehension and academic performance (Hygge 2002; Haines 2001; Eagen 2004; Stansfeld 2005), increased feelings of annoyance (feelings of irritation discomfort, distress, frustration) (Hygge 2002; Haines 2001; Stansfeld 2005; van Kempen 2009; Seabi 2013) and decreased motivation (Cohen 1980, 1981; Evans 1995, 1998). Other concerning outcomes with less consistent evidence included changes in memory (Hygge 2002; Haines 2001; Stansfeld 2005) attention (Stansfeld 2005; Haines 2001; Hygge 2002; Cohen 1980, 1981), perceived stress and well-being (Evans 1995, 1998; Haines 2002; Seabi 2013), and stress hormones (Evans 1995, 1998; Haines 2001). Hearing loss (Chen 1993; Wu 1995; Ludlow 1999), hypertension (Cohen 1980, 1981; Evans 1998; Paunovic 2011; van Kempen 2006) and behavior issues (Stansfeld 2009) were also associated with aircraft noise exposure however more research is needed. Sleep effects are also of interest but no studies designed specifically to address this question in children were found. The below table presents noise exposures associated with impaired learning, annoyance and motivation from the strongest studies published in the

peer-reviewed literature. Table 1 Health Outcomes and Noise Measurements Key Literature Findings Health Outcome Noise Measurement¹ Reference Reading

Comprehension 62-68 dBA Leq₂₄ >63 dBA Leq₁₆ Hygge 2002 Haines 2001 Annoyance 68 dBA Leq₂₄ >63 dBA Leq₁₆ Hygge 2002 Haines 2001 Decreased Motivation 95 dBA L_{max} 62-68 dBA Leq₂₄ Hygge 2002 Haines 2001 Current Regulations and Recommended Guidelines Noise issues are handled by State and local governments, although the Environmental Protection Agency (EPA) retains authority to investigate and study noise and its effect, disseminate information to the public regarding noise pollution and its adverse health effects, respond to inquiries on matters related to noise and evaluate the effectiveness of existing regulations for protecting public health and welfare (Noise Control Act of 1972; Quiet Communities Act of 1978) (WHO, 1999). In Washington State, the Department of Ecology in their rule WAC 173-60-040 set maximum permissible noise levels pursuant to the Noise Control Act of 1974. If in a residential area, the maximum allowed amount of noise coming into the property is 55 dBA from another residential area, 57 dBA from a commercial area and 60 dBA from an industrial area. Furthermore, between the hours of 10:00 pm and 7:00 am the noise limitations are reduced by 10 dBA for the receiving property. The Washington State Department of Health (DOH) has also set maximum noise levels for school environments at 75 dBA (outdoor) and 45 dBA (indoor). The 1974 EPA document "Information of Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety" provides yearly average equivalent sound levels. The World Health Organization (WHO) and the American National Standard Institute (ANSI) have also made recommendations for noise levels specific to health impacts and environments. A summary of community level noise regulations and guidelines is below. WHO Hearing Loss 70 dBA Leq₂₄ Hearing loss for children: 120 dB L_{max} Learning: 35 dBA L_{max} Annoyance: 50 dBA L_{max} Decreased motivation/learned helplessness: 80 dBA L_{max} Sleep disturbance: 30 dBA L_{max} WA DOE Residential: · from residential area 55 dBA L_{max} · from commercial area 57 dBA L_{max} · from industrial area 60 dBA L_{max} WA DOH School Sites: 75 dBA L_{max} School Classroom Background: 45 dBA L_{max} Child Health Literature in Context of Noise Exposure on Whidbey Island On May 7, 2013, Mr. Jerry Lilly, professional engineer with JGL Acoustics, conducted noise monitoring at four outdoor and one indoor location near the Coupeville outlying field (OLF) airfield on Whidbey Island during four military jet practice sessions (Lilly, 2013). His measurements included the maximum noise level at each location (Table 1). Mr. Lilly also predicted the average daily noise at each outdoor location based on the May noise data during one overflight and the number of overflights per year at each location (Table 2). Table 1 Measured Noise Levels on Whidbey Island in May 2013 Measurement 1 – Empty Lot (Corner of Lockwood & Stark) 2 – Bird Watching Platform at Beach near Ferry Dock 3 – Rosehip Farm 4 – Rhododendron Park Baseball Field 5 – Inside Private Residence dB L_{max} 134.2 126.7 130.6 131.4 101.8 dBA L_{max} 119.2 113.4 115.7 114.3 81.1 Table 2 Predicted Noise Levels (at outdoor locations only) Predicted Noise Level 1 – Empty Lot (Corner of Lockwood & Stark) 2 – Bird Watching Platform at Beach near Ferry Dock 3 – Rosehip Farm 4 – Rhododendron Park Baseball Field dBA Leq₁₆ 76.7 71.6 69.8 74.8 dBA Leq₂₄ 75.0 69.9 64.1 73.0 NW PEHSU focused on the above predicted methods to characterize noise as they are applicable to most state, federal and international noise standards or guidelines, and these noise units were more commonly used in the children's health noise studies. Lilly's measurements were compared to levels at which significant adverse effects have been observed in the human health literature. All but one

Whidbey Island measurement (indoor private residence max dBA) were found to exceed levels at which impaired learning, annoyance and decreased motivation were observed in epidemiological studies. All measurements exceeded the WHO guidelines for sleep disturbance, learned helplessness, and annoyance. Four measurements exceeded the peak unweighted noise level of 120 dB to protect children from hearing loss (WHO). Four measurements also exceeded the WHO max dBA level of 70 to protect the general population. In comparison to Washington state standards for public health safety as well as school sites, all levels were exceeded. See the PEHSU report for additional information. Community Noise Reduction Strategies NW PEHSU recommends community noise reduction on Whidbey Island based on the hierarchy of hazard control, a system used in industry to eliminate or reduce exposures to hazards. They are in order of effectiveness.

- Eliminate the training activity noise hazard by relocation/removal of the training activity
- Relocate areas where children currently spend time if noise hazard is present (home, school, daycare, play areas) or use engineering controls to decrease noise exposures such as acoustical insulation
- When designing new community structures locate them distant from overflight routes and/or use acoustical insulation or other methods to reduce noise exposure
- Educate children to avoid noisy areas and use hearing protection designed for children

Discussion and Next Steps Recent noise measurements near the Coupeville outlying field (OLF) airfield were found to exceed levels at which significant health impacts were observed in the published literature of child health studies as well as health-based standards/guidelines established by state, national and international agencies. Limiting children's exposure to noise should be a priority consideration by implementing noise reduction strategies. NW PEHSU also recommends a Health Impact Assessment (HIA) to address the health effects of overflights on human health, to include noise, jet fuel related contaminants and other potential exposures associated with the training activity. An HIA is a tool recommended by the CDC to assess the potential health effects of a project or policy prior to implementation, and includes input from stakeholders such as Whidbey Island residents. Thank you for contacting NW PEHSU. Please let us know if you have any questions regarding our report including our recommendations. Sincerely, Catherine Karr, MD PhD MS University of Washington Pediatric Environmental Health Specialty Unit Seattle WA Nancy Beaudet, MS, CIH University of Washington Pediatric Environmental Health Specialty Unit Seattle WA Samantha Serrano, MS University of Washington Pediatric Environmental Health Specialty Unit Seattle WA Disclaimer. This material was supported by the Association of Occupational and Environmental Clinics (AOEC) and funded (in part) by the cooperative agreement award number 1U61TS000118-03 from the Agency for Toxic Substances and Disease Registry (ATSDR). Acknowledgement: The U.S. Environmental Protection Agency (EPA) supports the PEHSU by providing funds to ATSDR under Inter-Agency Agreement number DW-75-92301301-0. Neither EPA nor ATSDR endorse the purchase of any commercial products or services mentioned in PEHSU publications. Resources "Health Impact Assessment." Centers for Disease Control and Prevention. National Center for Environmental Health, 29 Aug. 2013. Web. 10 Nov. 2013. <http://www.cdc.gov/healthyplaces/hia.htm> "Noise Pollution." U.S. Environmental Protection Agency. N.p., 16 Jul. 2012. Web. 1 Nov. 2013. <http://www.epa.gov/air/noise.html> Etzel, RA, ed. Noise Chapter in Pediatric Environmental Health. 3rd Edition. American Academy of Pediatrics Council on Environmental Health. Elk Grove Village, IL: American Academy of Pediatrics, 2012: 479-490. References Chen T and Chen S. 1993. Effects of Aircraft Noise on Hearing and

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(b)(6)

0661

Seattle, WA 98104

The NW PEHSU would like to submit their formal noise report to you. However, your system did not permit us to enter it into this comment box. We will send it in via mail and apologize for its being late.

(b)(6)

0662

Coupeville, WA 98239

We have been increasingly impacted by jet noise over the past several years. We specifically purchased our property in 2004 outside of the noise zone. However we have noticed the jets are flying much closer to our home than in earlier years and the frequency of flights have also increased dramatically. They have disrupted our sleep significantly. We have regularly been kept awake until 12 am and sometimes as late as 1 am. The jet noise is so loud we can't carry out a conversation, not even inside our house let alone outside when they are passing above. We fear our property value has decreased as a result of this impact.

(b)(6)

0663

Oak Harbor, WA 98277-8546

The Navy's Outlying Field near Coupeville, WA, must be kept open and utilized, for training our carrier pilots. Those folks in Central Whidbey who are complaining about jet noise bought their property in that area knowing the airfield was there. It has been there for 70 years. A park and a kid's playfields were built in that area in a known jet-noise area??? Poor planning!

Lopez Island, WA 98261

Re: Whidbey Jet Noise over Lopez Island Dear Sirs/Madam, I have lived on the south end of Lopez Island for the past 18 years. I have never liked jet noise (honestly, who does?), but I understood the necessity for flight practice and the noise levels were simply within the range of annoying so I lived with it. In the last few years, however, the noise intensity and frequency has increased to the point that it has reduced my quality of island life, and may have lowered our property values. Therefore, I am writing today to respectfully request that changes be made in flight patterns, frequency and noise levels allowed. My husband and I live in a beautifully crafted modern home with higher than average insulation values (we often joke that we live in a sound deprivation chamber). Despite this, there are times when the Jets flying low over our house necessitate that we stop conversation/ telephone calls until they pass. If the flights are late at night, we must use earplugs to sleep. And most egregiously of all the rattle and roar of the jets make have been known to shake our house sufficiently to trip the electrical breakers. These are clearly unacceptable noise levels. Our neighbors are not as well off as we are. They live in a small cabin with minimal insulation. The noise they experience is much worse: their electrical breakers are tripped regularly, and their 4 year-old child is afraid of the jet's noise (it really hurts his young ears) and will resist going outside to play for fear of the jets flying overhead. I am aware that these are anecdotal examples. But surely you can see that the noise is not the same as it was 10 years ago, and neither is the region that the Naval base operates within. The population has increased, and more residents are living full time in the surrounding areas. The current flight patterns, the amount of flights, and the noise levels are not compatible with residential life; the noise from jets using the Whidbey Island airfield are too loud and disrupts our lives too much. Thank you for considering these comments as you assess the environmental and economic impacts of the jet noise, and explore ways to mitigate the impacts created by the Whidbey Island airfield. Sincerely, (b)(6) "Studies show each extra decibel of noise can reduce a home's worth by about half a percent, the report said. A nine-decibel increase works out to about a 4.5 percent decline in value." ~ report mentioned in the Arizona Daily Star, June 13, 2012

(b)(6)

0665

Coupeville, WA 98239

I have owned property in the Coupeville area since 2001. I have been a full time resident since 2006. I own 2 homes, 1 in Coupeville proper and one in Ledgewood Beach. I purchased the first home in Coupeville subject to the noise disclosures. Having found the noise tolerable, I purchased by permanent residence in 2006 at Ledgewood Beach, subject to the noise disclosures. I was fine with the noise levels until the new planes were introduced. The noise levels increased dramatically, causing me agitation and anxiety. I also felt unsafe - waiting for a plane to crash into my home. I would NEVER have purchased my second home had I known what lay in store. Additionally, the frequency of flights increased, and the night flights went as late as nearly 1AM. I could get no sleep while they were flying, whereas beforehand I was able to sleep. I protest the use of these planes above my home. Friends who live in Freeland have said they noticed a dramatic increase in noise levels from their neighborhoods. These flights belong somewhere where the populations are low, NOT ON WHIDBEY ISLAND. I strongly object to continued use of this aircraft at the outlying field on Whidbey Island. Sincerely, (b)(6)

(b)(6)

(b)(6)

0666

Lopez Island, WA 98261

We were shocked to hear loud, powerful, and sustained jet noises over our house while entertaining our family and grandchildren. The jets sounds were overly intrusive and needn't have been as loud nor as sustaining as they were.

(b)(6)

Clinton, WA 09236

0667

America needs to start downsizing it's Military.Why not start with closing the Whidbey Island Naval base.

(b)(6)

0668

Coupeville, WA 98239

I fully support the use of OLF field by the Growlers and Prowlers. My wife and I are part-time Island residents and knew when we bought our house of the Navy flight plans. We understand how it can be a hardship on some people but the Navy has been using OLF, since 1970 I believe, and those people were fully aware of the situation when they purchased. We enjoy seeing the jets if we are lucky enough to be on the island when they are flying. As I stated earlier we fully support the use of OLF.

(b)(6)

0669

MILTON , FL 32570

I live near whitting field in fla. every time I hear the helo's fly over my house I say that is the sound of freedom . I could not imagine that people would want our military to be without a practice field . you knew it was there when you bought you house. I say if you do not like the noise then move .

lopez island, WA 98261

I am a year-round resident of Lopez Island. What decibel levels and noise pollution do extremely low speed and low altitude flights generate; for how many hours would this type of flying increase with the proposed additions; and how does this affect physical and psychological well-being for people and animals?

(b)(6)

0671

oak harbor, WA 98277

Lived on the island since 2002. The jets have never bothered me and the navy has done nothing but better this community. The base and the jets flying are one of the biggest tourist attractions. The community would die without the base here.

(b)(6)

0672

Coupeville, WA 98239

The Navy should be able to continue to use the OLF field for landing practice. The economy of the island and the safety of the country are much more important than the complaints of a few people who did or should have known that the Navy is here and that airplanes make noise. I live in the noise zone, knew it when I moved here, and have no objections to the flights.

(b)(6)

Anacortes, WA 98221

0673

We respect the Navy operations including the flights of their various aircraft in and out of Whidbey Air Base.

(b)(6)

0674

Lopez Island, WA 98261

This is a request for the EIS associated with the EA-18G Growler proposal for Whidbey NAS. I request that there be detailed and in depth study regarding the impact of noise created by these planes on all marine mammals and birds native to the waters of the Salish Sea area (including Puget Sound, Strait of Juan de Fuca, and Rosario Strait). I also request that the noise impact be studied in depth regarding all farm animals and land birds located in the counties which are flown over by craft from the NAS. In addition, the impact to the ears and ear drums of human children needs to be realistically studied given the already high decibel output of flight areas at times. Specifically, all associated impacts, both direct and indirect, must be examined concerning native (and transient) orca whale populations of the area. Thank you, (b)(6)

(b)(6)

0675

Lopez, WA 98261

I live on Lopez Island where flyovers are a frequent occurrence. Could you please study the effect the noise generated by these flyovers have on the stress levels experienced by individuals. Thank you.

(b)(6)

0676

Oak Harbor, WA 98277

KEEP THE OLF FIELD OPEN AND IN USE! The jets are a wonderful welcome sound in Coupeville and surrounding areas! Those pilots deserve the training the OLF field provides!

(b)(6)

0677

Langley, WA 98260

It has come to my attention that some communities have been omitted from the scoping process. Please extend the comment period so they may be included. Thank You, (b)(6)

(b)(6)

0678

Oak Harbor , WA 98277

In 1991, when the base closure threat came to Whidbey Island I was President of the Whidbey Island Association of Realtors. It was then that we created the noise zone disclosure and it has since been required to be given to not only buyers but renters as well. At that time it was a small group also, mostly residents in Admirals Cove that were complaining. All of the owners in the flight pattern purchase at a much lower cost "because" of the noise. Now, again, it is small group getting most of the attention. I am confident that "if" there was a homeowner that did not get a noise disclosure, it is an extremely small percentage. Since 1991 if anyone did not get a noise disclosure I think it is most likely they did not have an agent to represent them. Most of the members that are protesting have lived here long enough to have knowledge of the noise zone whether they had disclosure or not. One of the most vocal has lived here all his life, yet he decided to build his home under the flight pattern, & now he wants the planes to go away. I am married to retired military & have lived here for over 43 years. The base is very important to us & I know how important it is to all residents on the Island. I hope that this will be at least one time that the minority doesn't make the decision for the majority. We support NAS Whidbey in the strongest way! Thank you, (b)(6)

Lopez Island, WA 98261

I lived on Lopez Island for many years and right now, I am a part time resident. My home is on Rosario Strait directly across from the Whidbey Island Air Force Base. I am already concerned about the noise from the current aircraft. Right now my windows shake profusely late into the night when the Navy have their aircraft in use. The intensity of the noise has increased steadily over the last few years. It is difficult to have a conversation (we often stop mid sentence and wait until the noise lessens), sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally later. This is highly intrusive noise, which rattles windows and contains a low frequency component I can feel in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). Real-time high noise events need to be measured and used for determining community noise impacts. Studying the noise impact from run-ups, over flights, and flight patterns is essential to an Environmental Impact Statement. How will the potential increase from the addition of 2 squadrons of EA18-G's to NAS Whidbey affect the noise impact? Please add a 60-day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County.

(b)(6)

0680

Camano Island, , WA 98282

I love seeing those jets flying by and would miss them greatly if they wer forced to move.

(b)(6)

0681

FREELAND, WA 98249

I fully support keeping OLF as a active airfield for the US Navy. Our national security is too important to see it degraded by this proposed shutdown.

(b)(6)

0682

Anacortes, WA 98221

I have lived in Oak Harbor and Anacortes for over 40 years. The sound of the Navy aircraft means a lot to me, it means we are preparing the next generation of pilots that will keep the US safe. And to have good pilots means to have the training of carrier landings that OLF Coupeville provides. Keep it up Navy!

(b)(6)

0683

FREELAND, TX 98249

The importance of economic stability in the Island County region cannot be understated. If the Navy leaves, I believe Island County's citizens will be the ones to suffer economically and from a potential defense perspective. Ultimately, I'd rather listen to a jet fly overhead than be without a job. Do not place personal discomfort over the needs of the many. "Non sibi sed patriae" and Go Navy!

(b)(6)

0684

Glenn Heights, TX 75154

Civilians that live near a Naval Air Station, should know the word Naval. Naval Air Station air craft go to sea. We're do Navy planes land at sea, on a ship, they are call them Aircraft Carriers. And who needs to practice to land on a ship in the middle of the ocean, Navy pilots that fly Navy planes. And they practice landing at Naval Air Stations. My wife and I lived on Whidbey Island near the Naval Air Station for 4 years. We lived with the noise and so did the rest of our neighbors. Nobody complained. The sound of Freedom. Enough said.

(b)(6)

0685

Lopez Island, WA 98261

I live on Lopez Island and I am very concerned about the Navy's Proposed Action. Please make sure the EIS addresses the following points completely: Assess the impacts of the jet fuel exhaust on air, soil, and water quality on Lopez Island and the surrounding Puget Sound region. Assess the impact of the jet noise on the health, quality of life, and well-being of Lopez Island residents and the surrounding Puget Sound region. Assess the project impacts on the biodiversity of the area, including marine health. This analysis should include water and noise pollution. This analysis should include Endangered and Threatened species, such as the Southern Resident Killer Whales, as well as Critical Habitat areas and National Wildlife Refuges and Monuments. Assess the impacts of the jet noise on Lopez Island's and the San Juan Islands' tourist economy, which depends on the beauty and tranquility of the region. Analyze all impacts and do a cumulative impacts analysis. Assure a transparent process using public and peer-reviewed data and scientific models. Thank you. Sincerely, (b)(6)

(b)(6)

0686

Lopez, WA 98261

The noise from the "Growlers" has been increasing consistently over the last 2 years, disturbing our lives as well as the wildlife in our area. We are one of the few areas that remain as close to pristine as possible, close enough and important enough for the President of the United States to declare 1000 acres in the San Juans, 400 of which is on Lopez, a National Monument, an area that is forever protected. The noise levels, dumping fuel and the lack of consideration of our lives based in great part on tourism, is disrupting at best, and permanently damaging to our islands and the wildlife that still thrive in the Salish Sea.

(b)(6)

0687

Lopez, WA 98261

I support efforts to limit the impacts to the residents and visitors to the San Juan Islands by the Navy jet flyovers. The noise is disruptive and the activities are damaging to the environment. If it cannot be removed entirely, then you should at least endeavor to limit the impacts. At a public event on Lopez a couple years ago, I was appalled to hear that the Navy had no plans to alter their policies, including broken promises made to local residents in the past. Please consider us, our homes and our guests in your flight plans.

(b)(6)

0688

Camano Island, WA 98282

NAS Whidbey is a vital part of the economy in northwest Washington. It downsizing, or even worse, closure, would be devastating to the local economy, and families who live and work in the area. I have lived in navy jet flight paths; yes they are at times loud. They were here long before I was, and the role these flight training operations play is vital to our military personnel. Please keep NAS Whidbey fully operational.

(b)(6)

0689

Freeland, WA 98249

Keep OLF on Whidbey! Holy cow! They were here first. They deserve ALL of our support!
Whiners that oppose the OLF need to stop serving their own selfish desires. GO
NAVY!!!!!!!!!!!!!!

Lopez Island, WA 98261

DATE: January 02, 2014 TO: EA-18G Growler EIS Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Attn: Code EV21/SS www.whidbeyeis.com FROM: (b)(6) Lopez Island, WA 98261 I have lived on Lopez Island full-time since 1992. I work as a community mental health therapist and I am a landowner on the south end of Lopez Island. I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. I live on Lopez Island and receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. AVERAGING NOISE We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). Real-time high noise events need to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not "low impact" – especially if it's occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? ENGINE RUN-UPS What would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects children who cannot sleep, and adults who need rest for work . Ear protection does not even begin to dampen the sound. One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. HEALTH EFFECTS There is well documented evidence showing correlations between - heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immunotoxicity, sleep disturbances, depression, anxiety and stress related disorders - and noise – especially noise over 90 decibels. This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages. AIR QUALITY – WATER QUALITY – EXHAUST AND EMISSIONS I am also very concerned about air quality and the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. How will additional planes impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Testing air quality and soil for residues of jet operation should be conducted in the four counties affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. The southend of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. How will the

Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ? SAN JUAN COUNTY ECONOMY How will San Juan county's economy be affected by the proposed additions of jets? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, wildlife refuges and parks. They come for the beauty and the quiet not the noise of a war zone. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region. AUSTRALIAN TRAINING The 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release needs to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts need to be based on 25 EA-18G 's not 13. CUMULATIVE IMPACTS STUDY The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas. Scoping Process I strongly request a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting to be held in San Juan County. There has been no Navy Scoping Meeting in San Juan County and the citizens of the county need to be adequately informed about have not had enough time to distribute information about the Navy's plans to add two squadrons of EA-18G's plus 12 additional Australian training EA-18G's.

(b)(6)

0691

Lopez Island, WA 98261

To whom it may concern, I am a full-time Lopez Island resident and was unable to participate in the public scoping meetings, but would like to comment on the EIS for the current and proposed Growler operations at NAS Whidbey Island. Noise and environmental impacts are most concerning to me, and I hope that the NEPA will fully study the following impacts to the region: 1. The air, water and soil environmental effects of fuel exhaust and/or spillage where relevant. 2. The noise impacts, both from an economic and quality of life perspective. 3. The noise impacts for particular flight plans over and near Lopez Island and justification for their use compared with flight plans over water or less-populated areas. In addition to the impact studies, I have concerns about the comprehensive noise study. I understand the utility of modeling for predicting noise contours, but I urge the NEPA to validate the NOISEMAP predictions with actual sampled ground data during real flights and share this data publically so that we can have confidence in the results. Lastly, and perhaps out of scope for the EIS, I would like to suggest that the Navy justify, schedule and publish flight plans that have been determined to be necessary so that impacted communities could plan for noise (and more importantly plan for peace and quiet). Here on Lopez when the Growlers come in close and low life takes a little pause, conversation stops. I think the community would be generally more accepting if we knew why planes were flying overhead at a certain time and very appreciative that they could anticipate it. If this is not possible, I think the community deserves a thoughtful answer as to why not. Lastly, thank you for your service to our country. (b)(6)

(b)(6)

0692

Lopez Island, WA 98261

My husband and I are residents of Lopez Island in the San Juan Islands. We are an older retired couple who have been married for 50 years. We planned to retire in the San Juans 15 years ago when my husband was newly diagnosed with Parkinsons. We needed a peaceful place for him to enjoy life to the fullest. Since moving here in 2005, we noticed that jets from Whidbey Island NAS disturbed the peace here on a somewhat regular basis, but in the past few months the noise level has increased, at sometimes being frightening and very disturbing, especially to my husband. The noise is at times so loud that our windows rattle and our whole house vibrates. Another disturbing thing is that both of us feel our whole bodies vibrating to the sound, it goes right through us. At times we have gone out on our front porch, sure that a jet isn't coming down to crash. This is NOT healthful for either of us, and we worry about the effect of this colossal noise on fauna of the islands as well. We feel that this level of noise is NOT acceptable and is not conducive to the healthy environment that we all deserve. It is NOT acceptable to produce this level of noise over and environmentally sensitive area which has just been declared a "National Monument". MY husband and I will not accept either the current levels of noise and numbers of flights, not will accept and increased number of these flights which seem to planned over our protests. Please stop the noise level and any plans for increases in the future. (b)(6)

(b)(6) Lopez Island, WA 98261

(b)(6)

0693

Garden Grove, CA 92845

As a former Navy pilot and user of NAS Whidbey, I would like to express my opinion in favor of maintaining the status quo regarding the use of OLF Coupeville

(b)(6)

Clinton, WA 98236

0694

Yes and Yes again Keep OUR Navy on Whidbey. USN 1966 1976 Proud to be Navy

(b)(6)

0695

Lopez Island, WA

Minor Island is directly under the area of operations for Whidbey Island NAS. I ask you to evaluate the effect of increased overflights on the seal colony that lives on that island.

(b)(6)

0696

Lopez Island, WA 98261

Several species of marine mammal live under the flight path. I ask you to evaluate the effects of increased flight numbers on these species. Include Orca, sea lion, harbor porpoise and harbor seals

Clinton, WA 98236

1. I strongly support the continued use of OLF Coupeville for a variety of reasons including these comments: a. People concerned about noise do not understand the relationship between sound pressure and duration of exposure. The Coupeville Schools continue to function very well in spite of Navy aircraft operations. b. State and County Laws require formal written Disclosure to prospective real estate buyers of Navy Aircraft Noise in the aircraft noise areas. c. Escrow & Title Companies and For Sale By Owner (FSBO) Real Estate Transactions have the legal duty to disclose in writing proximity to Noise Zones. Written acknowledgement of that information is required and recorded on Title. When real estate buyers are not informed a basis for Rescission of sales exists. Are there any records of Rescission due to failure to disclose real estate purchases in Navy Noise Zones? d. Public pride in our Military is routinely evidenced by citizens stopping their cars and/or driving from their homes to watch Field Carrier Landing Practices (FCLPs) in progress. Our Navy should capitalize on that public pride by providing a Public Information Park adjacent to SR-20 on either side of the OLF Coupeville Caretaker's Residence driveway with Kiosks full of relevant information that can be read and observed while Aircraft Operations are in progress. e. Remotely controlled solar powered signs should be installed on SR-20 approximately one mile before the OLF that inform motoring public when FCLPs are in progress and to anticipate noise surges as they pass OLF Coupeville. f. Island County Building Codes require extra and very expensive sound attenuation features in new construction in the noise zone. Verify that this is done. g. The 5000+ signatures opposing OLF Coupeville use includes large numbers of petitioners who live in other states and countries. The significance of out of County protesters is minimal. h. OLF Coupeville was carved out of the Ebey's Historic Reserve when the Reserve was formed because Senator Slade Gorton, who was the key figure in creating the Reserve, Island County, and others recognized the potential for conflicting issues between the Reserve and the Navy. Recently raised concerns about the Historic Reserve don't count. i. Emphasize the Training and Operational advantages of NASW due to relatively sparse human populations here and in the Cascade Mountains. Low commercial aircraft traffic conflicts exist in local Training Areas. j. Emphasize the Geographic and military advantages of NASW location on Pacific Rim. Respectfully, (b)(6)

(b)(6)

0698

Lopez Island, WA 98261

I ask that you include Lopez Island in the scope of this EIS as most of that island is under the regular flight paths.

(b)(6)

0699

Lopez Island, WA 98261

My name is (b)(6) and I have lived on Lopez Island since the early 1980's. I am concerned about the effects of noise and vibrations on humans and wildlife. I am concerned that noise impact has been measured using DNL averages. Please study the effects of real-time high noise events on human health and community well-being and also wildlife. How would the real-time noise impacts of the proposed additions of aircraft affect the health and well-being of surrounding communities and wildlife? What can and will be done to mitigate this impact?

(b)(6)

0700

Coupeville, WA 98239

Please extend the time to comment so others affected by the ridiculously loud growlers can comment re: hearing damage, blood pressure rising as a result, missed sleep for people that work the next morning, people can't hold a conversation inside your house. The navy needs to close OLF.

(b)(6)

0701

lopez, WA 98261

The air base involves a vast amount of pavement, roofs, and roads. What is the navy's storm water management plan? How is the run off to be cleaned before it enters the sound? How is the navy going to recharge ground water usurped by so much pavement on a small island. Damage to ground water quality is likely to permanent. How will the navy restore the watershed displaced by the base?

(b)(6)

0702

Coupeville, WA 98239

I am a relative newcomer to Whidbey Island, having lived about 5- 6 miles south of the OLF in central Whidbey for just about 12 1/2 years. I have dogs at my home and board a horse within a mile of the OLF. The environmental impact of the flights out of the OLF to me during my time here are more than likely negligible in terms of adverse effects- I cannot causally link any negative impacts to these flights- no hearing loss, no loss of personal safety, nor any other negative thing. I have however had some positive impacts. I have enjoyed watching the precision of the touch and goes and been proud to show visitors to the island these same flights. I have no military affiliation but I strongly support having the best trained and prepared military. I believe the OLF provides Navy pilots with crucial training that keeps them safe in the air and when deployed defending our nation. My freedoms and environment by choosing to live on Whidbey Island are only enriched by the flights at OLF. While my horse does not always "like" hearing the planes flying when we are riding at Rhodie Park, I view it as a training opportunity for he and myself and have never had any adverse problems arise from this activity. I have friends that disagree that ride horses there as well but I think they can make a potentially unsafe situation safe by training their horse during these flights. Thank you Navy for all you do for the Whidbey Island community.

(b)(6)

0703

Oak Harbor, WA 98277

I want to say that I fully and whole-heartedly support the Navy, NASWI, and the Coupeville OLF. I understand how important all three are to the safety and well-being of the United States of America. As the wife of a retired sailor, I know what it's like to worry about my husband's training. I would never inflict another with that same worry. Keep the OLF open and in use, for the safety and security of our military members, their families, the City of Oak Harbor and the United States of America. Thank you!

(b)(6)

0704

Lopez Island, WA 98261

My name is (b)(6) and I have lived on Lopez Island since the early 1980's. I am concerned about the impact of jet noise and vibrations on the Orca populations in the surrounding areas, as well as any other endangered or threatened species in the area. Please study the cumulative impact on these species of all the jet activity. How does the current jet activity impact Orcas and other local wildlife and domestic animals, and how would the proposed addition of aircraft increase that impact? What will the Navy do to mitigate these impacts?

(b)(6)

0705

Oak Harbor, WA 98277

Please keep the OLF open. It is essential to our military personnel and Whidbey Island. When I bought my house in Oak Harbor I was well aware of the sounds the base produces. I accepted that sound knowing it is a product of training. Those who ignored the Noise Disclosure, a document required at signing, have only themselves to blame.

Coupeville, WA 98239

1. We have been residents of Ledgewood Beach, south of the OLF for over 20 years. We first bought property here in the early 70s - our first purchase was 10 acres in Crockett Lake Estates on NW side of OLF. We were well aware of the air operations and noise potential, Both properties were purchased knowing that we would experience aircraft noise. However, these properties were purchased after being shown land in Admiral's Cove by a real estate agent in the early 70s. We checked into the flight patterns and decided to avoid Admiral's Cove. At that time, real estate agents were not obligated to disclose the potential noise from OLF. However, it did not require much research to establish that there would be a noise problem. When we moved into our home in Ledgewood Beach in 1992, the military aircraft activity at OLF and on the practice bombing range in Puget Sound was many fold greater than today. I would guess there were 2-3 times as many flights/touch and goes. Yes, the noise is disruptive. But, today it is no where near as frequent as 20 years ago and is limited to aircraft operating at the OLF. We definitely experience fewer "noise" events than in the past. We chose to live here with full awareness of the aircraft noise. We will continue to live with the noise that is being generated at OLF now and can accept considerably more activity at the field in the future. 2. Much has been made of the potential for the aircraft noise to cause hearing loss in humans and animals. Is there any medically documented record of area residents who have experienced hearing loss due to flight operations at OLF? I think that some historic analysis of medical data as part of the EIS would be warranted. (b)(6)

(b)(6)

(b)(6)

0707

Lopez Island, WA 98261

My name is (b)(6) and I have lived on Lopez Island since the early 1980's. I am concerned about the economic impact to our community with the proposed changes in jet activity in this area. Please study the impact on San Juan county economy, largely based on tourism, by the proposed additional aircraft and activity. How will our economy be impacted, and what will the Navy do to mitigate this impact?

(b)(6)

0708

Coupeville , WA 98239

I find it extremely difficult to believe the US navy has such disdain for the very people that writes their paycheck. Their cavalier response to concerned citizens about the dangerous noise levels throughout the entire Puget sound is difficult to comprehend. Equally disturbing is the fear they install in the area about economic doom if we successfully stop their practice activities at OLF. I would prefer that the Navy use honest numbers when describing the noise level instead of some cockamamie average that insults everyone. I am equally concerned about fuel dumping. Where is this activity taking place? Do they really care about water or soil pollution? In conclusion I would like to remind everyone loud noise is a major tool in brainwashing military prisoners possibly President Isenhower was more correct than we would like, when he warned all to be very aware of the unchecked power of the Military Complex.

(b)(6)

0709

Lopez Island, WA 98261

My name is (b)(6) and I have lived on Lopez Island since the early 1980's. I am concerned about the environmental and health impacts over time of emissions and exhaust from jet propellant fuel. Please study the cumulative impact on air quality, water and soils in the affected counties. How will the Navy mitigate the cumulative effects over time, of jet fuel emissions, exhaust, residues, and fuel dumping, on air and water quality, soils, and humans, plants and animals?

(b)(6)

Anacortes, WA 98221

0710

I AM 100% BEHIND YOUR ACTIVITIES & TRULY ENJOY YOUR SOUND OF FREEDOM. I HAVE ENJOYED RENTING TO YOUR SERVICE PEOPLE & WILL CONTINUE TO DO SO. I'VE ENJOYED THEM ALL!!!

Lopez Island, WA 98261

I live and work on Lopez Island, doing computer programming. Unlike those who live on the south end of Lopez (the residents who we sympathize much with) we have in the past not experienced much noise in our middle end of the island. That has changed much lately and each time I hear the booming noise outside of my window when I work and must concentrate, it is a major distraction. We moved to Lopez Island exactly because of the tranquility and the ability to work without being distracted by big city noise and the like, both my wife who does similar work, and myself. We actually lived in Portland, OR, and left partly because we were in the flight path to and from Portland International Airport. Now it feels like we are back, except that the noise is closer and louder. I do not dispute the Navy's right to do its job (my father-in-law was a commander at Whidbey), but I would like to ask the navy to respect the right of others to do their jobs and to otherwise not have to live their lives in a zone of noise pollution. The noise also seems majorly paradoxical to the designation of the San Juan Islands as a national monument due to its nature, wildlife and tranquility, something which I believe may hurt the tourism industry on the islands, which is about the only industry the islands have.

(b)(6)

freeland, WA 98249

0712

please extend the time for the comments concerning the growler field operations

(b)(6)

LANGLEY, WA 98260

0713

Dear neighbors, I love the jet noise.

(b)(6)

freeland, WA 98260

0714

the growler is noisy can you muffler it? can you do this someplace else where they could use the money, like the Philipines? or Puerto Rico, or Samoa?

(b)(6)

anacortes, WA 98221

0715

we live out at skyline here in anacortes...we love the sound of freedom [jets] may it never stop !!!!!

Coupeville, WA 98239

I have lived, worked, and raised a family in Central Whidbey for over 40 years. Having arrived when OLF was in "temporary" use for the Vietnam War, we heard that it was expected to be surplus and would most likely become a county airport. We soon experienced the summer roar and learned to call the base when planes strayed above our Greenbank neighborhood so that the pilots could be notified. We met folks who had moved into Admirals Cove, which was developed when the field was not in use. We couldn't call or visit when the planes were flying; some of the residents came to Greenbank in their RVs because they could not sleep. In hospital stays I learned how penetrating the noise could be in Coupeville. But over the years, improvements in insulation and lulls in usage of the field led people to choose less expensive homesites closer to the field and Coupeville. In 2006, we moved to the west side of the Town of Coupeville, confident that the noise would be bearable and we would be far enough from the field for safety. The arrival of P3 squadrons made us hope that the Prowlers might be moved to a less populated area. Instead, they were replaced by Growlers which were supposedly quieter. However, we soon learned that this is not true. On average they may test quieter, but in reality the noise is very intrusive. And the planes seem to make wider turns which put them directly over the town. And they fly after midnight. I ask that the EIS include noise and safety tracking as it exists, not just by averages. Coupeville is in a National Historic reserve where there are many historic homes that cannot be retrofitted for noise. In Oak Harbor, many children live in areas where noise, safety, and emissions can have an impact on their development. Adding additional planes and personnel will have impacts on water resources (Whidbey Island is a sole-source aquifer), transportation-especially added traffic on the historic and tourist-packed Deception Pass bridge. Having all the U.S. electronic squadrons in one small area that is subject to earthquakes, tsunamis, and other climate-change weather events seems very short-sighted and should be well-studied. Finally, we are near to the engineering talent of the Seattle aerospace industry: can their expertise be tapped to make the planes quieter?

(b)(6)

0717

Coupeville, WA 98239

I apologize for my neighbors. Please do not give in, let THEM move. I wish you luck

(b)(6)

0718

I'm not telling
Coupeville, WA 98239

Just wanted to say that I sat in on one of the 'Concerned island Citizen' meetings because I was curious and found that the people have no idea what they are talking about. 1. Those directly under the flight path of OLF have to sign waivers before buying a home/land there. 2. It would be detrimental to WI and our pilots if it were to be shut down. This is Ridiculous! and 3. Scientists have already discredited any report that the noise will effect hearing in children etc. It could be helpful if you sneak a speaker from NAS into a future meeting who is willing to present the facts. And maybe just hold a public panel yourselves to improve the PR this issue is lacking on your side. A Navy supporter.

(b)(6)

0719

Oak Harbor, WA 98277

I just want to put in a word that I am very much concerned about the well-being of our servicemen who are not getting the proper training for them to be prepared to defend and protect our freedoms. I would wish that the OLF would be made available to the Navy needs and that the efforts by some to thwart the Navy efforts would be discontinued. Our family supports the NAS!

Arlington, WA 98223

Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Attn: Code EV21/SS EA-18G EIS Project Manager Jan. 2, 2014 Our comments are submitted as a request to deny the additional flights at OLF due to excessive impacts to residential neighborhoods exceeding what would normally be acceptable off the grounds of a military airfield. The existing flights may already be damaging to humans outside in the residential neighborhoods not able to access hearing protection. In March of 2012 we were outside visiting the beach community known as Admiralty Cove when fighter jets began practicing approaches to the OLF. Our family included one-year and three year old children. They were clearly disturbed by the flight noise. There is also a financial impact reducing the values of residentially zoned beach front and upland housing that is many miles from the actual airfield (Ault Field) where noise would be anticipated and acceptable. The noise study submitted with the EIS cites a 1.8 – 2.3 % reduced property value per dbh. This is significant to many of the landowners impacted by flight operations not occurring on a military base. The EIS in several locations does state that the proposal will not include flights at OLF since the new activities are ground based rather than carrier based flights. Our neighbors in the Admiralty Cove development have warned us that the flights exceed the timing and duration limits that have been stated to the surrounding community. A concern is that with the increased land based aircraft use a greater burden may be placed on the OLF for the carrier based practice activity. October 12 Final EIS, Section 4 = Environmental Consequences, does not reference the OLF as it pertains to the electronic squadron, and it doesn't address or comment on if current use meets or exceeds what was in the original permitting authorization. It is understandable that Figure 4.1 on page 4-11 does not even indicate or assess new uses of the OLF field, however the current impact on those landowners and wildlife near any flight zones utilized or associated with the OLF field are significant. Section 6 Other Considerations, Page 6-4 Coastal Zone Management Act (16CRF§1451 et seq.) Washington Dept. of Ecology, The proposed action would not affect the coastal resource or uses of Washington State. In a letter dated June 12, 2012 DOE concurred with the Navy's negative determination. However, the Coastal Zone Management Act provides for the use of the coastal areas for public recreation which was not referenced in the DOE review and response. The current and proposed increased use will disturb users of the public and private beach/coastal areas in the Admiralty Cove area. This area is not on the Navy base and the significant noise resulting from full power aircraft carrier simulation approaches of OLF do disturb people and therefore is inconsistent with the CZMA. May 10, 2012 letter from Allison Crain states the proposal will not interfere with public access. Dept. of Ecology's response confirms no impact to Washington State Coastal Resources but neglected to address the impact for human recreational access in the approach areas of OLF in the off military base areas that experience noise levels above 75dbh. This is clearly an impact that causes people to avoid using those beach areas and is inconsistent with the law. Loud noise is especially a risk to children that when on approach the planes may be using full power to simulate carrier landings and exceed 75dbh and could cause permanent hearing damage to children not aware to cover their ears. Page 6-5EO 13045, Protection of Children from Environmental Health Risks and Safety Risks (EO 13045, 62 Federal Register 1985) U.S. Navy Children would

not be disproportionately exposed to environmental health risks or safety risks by the proposed action 800 AGL flight elevation. Especially flight tracks 32TD1 32TD2 and 32TD3 cause planes to approach what appears when on site to be below the allowed 800AG and exceed 75dbh potentially causing hearing damage, preventing people from being able to enjoy the coastal resources, and reducing property values compared to neighboring residential areas. The noise study in your documentation has the following paragraph "In another study of 115 test subjects between 18 and 50 years old in 1999, temporary threshold shifts were measured after laboratory exposure to military low-altitude flight noise (Ising, et al.1999). According to the authors, the results indicate that repeated exposure to military low-altitude flight noise with Lmax greater than 114dB, especially if the noise level increases rapidly, may have the potential to cause noise induced hearing loss in humans. Specifically for children the report states "Research on the impacts of aircraft noise, and noise in general, on the cognitive abilities of school-aged children has received more attention in recent years. Several studies suggest that aircraft noise can affect the academic performance of school-age children, although many factors could contribute to learning deficits in school-age children (e.g., socioeconomic level, home environment, diet, sleep patterns), evidence exists that suggest that chronic exposure to high aircraft noise levels can impair learning". The EA cites (WSCC 2004) there are no fresh water systems large enough to support ESA listed species Chinook Salmon. Did the reviewer include Beamer 2003 "The importance of non-natal pocket estuaries in Skagit Bay or more recent 2006 paper on the same subject? There are at least two pocket estuaries immediately south/southwest of the OLF. I believe that any new information that provides a better understanding of the needs of a listed species requires an assessment of applying adaptive management strategies to reduce the potential for take of that species. Page 3-26 3.5.3 Climate Change section does not include language of future forecasts of inundation of Ault Field. This should be addressed to understand potential impacts to relocating flights to OLF during high tide or storm events. The below link cites that Whidbey Island Station would be at least 50% wiped out or inundated from sea level rise. Is the Navy considering this before investing additional tax payer's dollars on a base that will need to be relocated due to sea level rise?

<http://www.businessinsider.com/1429-towns-destroyed-by-climate-change-2013-8#ixzz2cd45nJet> We appreciate the opportunity to comment and request the Navy do nothing that will increase the impact of flight operations on the residential areas away from Navy Base Whidbey. We have no problem with increased activity on the base itself, but the activity at OLF is not compatible with the large number of residential homes in the area. Specifically the risk to children and other individuals that could end up with permanent damage as a result of the excessive noise associated with aircraft carrier simulated landings. Please maintain us as part of your record, and send any associated correspondence, by e-mail if possible (ours is northforkstilly@frontier.com) William and Sarah Blake

(b)(6)

0721

Clinton, WA 98236

I support the OLF on Whidbey Island. I also know that anyone who bought property in that area had to sign papers attesting that noise issues were disclosed prior to purchase. I don't have any sympathy for their cause, because they knew before hand that the field was there. If the field goes so does the base and the economy plummets. All because of a few selfish individuals.

Hillsborough, CA 94010

This letter is being submitted in response to request for community input for the Environmental Impact Statement (EIS) to be prepared by the Navy for the EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island Ault Field and Outlanding Field Coupeville. I understand that the purpose of soliciting community input is to consider what factors to study and analyze during the EIS process. Low frequency "backblast" jet noise is a parameter that needs to be measure accurately in the EIS process. Community perception of noise, particularly for those living several miles from the airfield, is strongly affected by low-frequency sound intensity. A 2001 study by the Wyle Acoustics Group, commissioned by the Noise Abatement Office of the San Francisco International Airport (1), made several observations regarding the characteristics and measurement of low-frequency jet noise during the assessment of community sound impact. These are quoted below: "2.5 Summary of Low-Frequency Noise Generation and Propagation The information presented in this section can be summarized as follows: • C-weighting is preferred over A-weighting to describe backblast noise. It is perhaps not the ideal descriptor, but will suffice until additional research identifies a better candidate. The LFSL [low frequency sound level] metric has only a small supporting database, and does not have scientific acceptance. • Backblast noise is concentrated at low frequencies for the complete departure operation. • The low-frequency noise radiated by a jet engine is concentrated in a cone at about 45 degrees to the rear axis of the aircraft. • The rear radiation lobes are more pronounced for LBPR [low bypass ratio] engines [as exists in the Growler], ... than for HBPR engines, [typical of modern commercial aircraft]. • Low-frequency backblast noise levels decrease by about 6 dB per doubling of distance. The attenuation from air and ground absorption is small. • Meteorological effects are the major factor affecting sound propagation over long distances. Temperature inversions and downwind propagation will increase low-frequency noise levels. • Communities exposed to backblast noise are downwind of the aircraft and hence experience increased noise levels. • The departure noise time history exhibits two separate peaks, the first from the initial aircraft acceleration, the second after it rotates and climbs from the runway. _The total duration of the noise event for a single departure can be one to two minutes_. [Italics added.]" In light of these observations, the Navy should: 1) Conduct community sound assessments using the C-weighted decibel scale, rather than the A-weighted scale; 2) The aircraft sound source data used to populate computer-based sound propagation programs (e.g., NOISEMAP) should sample (using the C-weighted decibel scale) the maximum sound radiated by the jet (i.e., that measured approximately 45 degrees to the side of the axis of the jet exhaust.) Sound levels sampled directly beneath a jet flying overhead are likely to underestimate the maximum sound of the aircraft. Data for both military power and afterburner power should be measured, used and reported accurately. 3) Computer models of sound propagation at frequencies below 160 Hz should assume negligible atmospheric absorption, i.e. should allow only 6 dB reduction per doubling of distance from the source in a neutral atmosphere; at frequencies above, 160 Hz, the appropriate atmospheric absorption coefficient should be used for each 1/3 octave. 4) Actual noise exposure measurements should be made in representative locations around the airfield up to 20 miles distant; communities downwind of the airfield should be studied in a wide

range of representative atmospheric conditions, including with wind and during temperature inversions that promote propagation of sound to greater distances than may occur in other conditions; 5) Sound levels measured in the community should be compared to theoretically calculated sound propagation values; if the calculated values underestimate the actual sound level measured, the latter values should be used in the EIS process. These suggestions are made with the hope that both the Navy and the surrounding community will be able to accurately understand and discuss the likely impact of the proposed changes in flight operations at Ault Field and OLF Coupeville. (1) Ben H. Sharp, Yuri A. Gurovich, William W. Albee, "Status of Low-Frequency Aircraft Noise Research and Mitigation, WYLE REPORT WR 01-21," Wyle Acoustics Group, (September 2001).

(b)(6)

0723

La Conner, WA 98257

The planes fly directly over our home during training sessions. When we bought our home we knew that the airbase was there. but we elected to buy there nevertheless.

(b)(6)

0724

lopez, WA 98261

North West Washington is beatifically unique. It is amid the nicest places in all the known universe. In the middle of this prime real estate why spoil the whole area with an air base used for training. The Systems of nature depend on this area's health. We people also valued the fishing, farming, and forestry. We valued the beautiful scenery, dark skies at night, long term neighbors, quiet roads, and bird song. Now here by the Salish sea fish are few and sea birds are scarce. Highway 20 is full of out of state vehicles jockeying turn down Whidbey, returning to the base or going to shop at the PX. The night sky pulses with the rotation of the beacons, as for quiet, the ground shakes from the crackling roar of the jets, in peacetime. Consider the placing the air base elsewhere, and the wellspring of benefits which would result here for the long term value of this place. The navy base displaces nature and sustainable development. If the base were to be removed the area would more valuable.

(b)(6)

lopez, WA 98261

0725

What effects do the exterior lights associated with the base have on people plants and wild life? What plans does the navy have to contain lighting?

Coupeville, WA 98239

PLEASE MAKE THIS EIS MEANINGFUL! As a long-time resident of Whidbey Island (over 40 years), I have found it very difficult to have any sort of meaningful dialogue when dealing with the Navy. Members of my family have been here for over 80 years, 70 of those with the Navy having residence in the Oak Harbor area. I understand totally the Navy's need to have a base here during WWII, and I also know how important it was to have this base during the cold war. I, however, have a problem with the Navy's decision to impact residents during the 50's all the way to Greenbank and Lake Hancock. With such a pristine place as Whidbey Island is, why was the decision made to affect the lives of so many people south of Oak Harbor? Wouldn't, if the Navy was concerned, as the US Constitution states, with the "promotion of domestic tranquility", why not find a way to impact as few people as possible? Why would the Navy in the first place locate this touch and go field nearly 20 miles south of the Naval Air Station? With this history of locating this noisy practice field so far away from where the Naval personnel live, hasn't the Navy shown that they only want to take care of their own? In just the last few years, the Navy has ignored the scientific data on the effects of sonic booms on whales; failed to do anything about how mud mosquitos in Lake Hancock have affected the lives of the residents in that area: refused to listen to the Pentagon when it comes to locating a new wharf too close to Trident missile warheads; filed an incomplete EIS for OLF in the first place for the Growler, and, with additional jets scheduled to arrive, did not even see the necessity to file an additional EIS. The actions of the Navy in the past only exacerbates my lack of trust in what the Navy is doing now. I am hoping that this pattern of doing what the Navy wants to do will not continue, that this will be a meaningful effort which will find ways to make this part of the island once again "tranquil". And, as in the words from George Albert Kellogg's book "A History of Whidbey's Island", will once again become ". . . the shaded quiet, and age-old charm of those deep, swirling waters and the shores that confine them." And, after a fair impact statement is written, that ". . . in the Happy Hunting Grounds of those who met Master Whidbey on the Island shore, there will be great rejoicing." Surprise me and make this EIS an honorable document.

(b)(6)

0727

lopez, WA 98261

As a young man living under your flight path I feared a future ruined for everyone by some act of war. I questioned the point in investing in tomorrow. The young women did not want to bring children in to a world threatened by war. The source of that fear was the jets. In a way my life has been less than it should because of the jets. Lives are lost to war in many ways. Many people have been tormented for decades by the jet noise. How is the navy going to restore, my youth free of depression brought on by jet noise. How will the navy compensate everyone for decades of abuse?

(b)(6)

0728

Lopez Island, WA 98261

My name is (b)(6) and I have lived on Lopez Island for 20 years and have owned a business, a cafe, for 18 years. When I moved here with my husband and two small children I was a little alarmed by the regular jet flyovers, not so much because of the noise but because of the obvious pollutants falling on what seemed to me a rather pristine environment. At that time the flights did adhere to certain limits--number of flights, how far north on the island they came, and what hours of the day they flew. Now, though, those limits seem to have become irrelevant as we are assaulted day and night with more and louder jets which clearly, especially over time, have left significant amounts of toxic pollutants in the air, water, and soil of the island, and also in the bodies of those who live here. Have the health effects of these flights over the course of many years been assessed, thoroughly and systematically? Is it right that we, as island citizens, should not only tolerate the noise, disruption, scattering of animals, and general inconvenience but that we should also sacrifice our health and well-being and that of the place that we live? My concern about the continued and increased airfield operations of the EA-18G Growler at NAS Whidbey is that with each improvement of technology and each new round of training comes a largely ignored increase of potentially harmful--and cumulative--effects on the health of both the people and environments exposed. This issue is in no way unimportant, and should not be left unexamined.

(b)(6)

0729

Lopez Island, WA 98261

My name is (b)(6), and I have lived on Lopez Island with my family for 20 years. Our livelihood comes from a small cafe in Lopez village which is open all year, but relies upon visitors to the island to maintain fiscal stability. Over the years many tourists have asked how we tolerate so much noise in this quiet, rural place--it seems incongruent to them. Several have said that they would not have come to Lopez to camp, or sail, or hike, if they had realized that they would be subjected to endless earth-shaking fly-overs. Certainly these people have not returned. Now we are to have even more airfield operations, and more Growlers? (And also fewer orcas--likely a related phenomenon.) I would like to see the economic impact of more flights over the island examined. There are only a limited number of ways to make a living in the islands and tourism is at present crucial to our economic well-being.

(b)(6)

0730

Lopez Island, WA 98261

I have lived on southern Lopez Island since 1972 and have certainly noticed the increase in noise coming from NAS Whidbey. I am particularly concerned about the maintenance run-ups, which I think of as the wall of noise. In the past I found the noise so stressful that I developed an eye tic. With the addition of 2 squadrons of EA-18G's plus the 12 Australian EA-18G's, what would the Navy do to mitigate the noise from engine run-ups on the tarmac? How would the proposed addition of aircraft affect the amount of noise coming from the run-ups? I request that the Scoping Process for this EIS be granted a 60 day extension to allow all affected communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County.

(b)(6)

0731

Lopez Island, WA 98261

I have lived on southern Lopez Island for more than 40 years and for all of that time have been involved in trying to protect the BLM lands in our area. First they were granted the designation of Area of Critical Environmental Concern and then more recently were designated as a National Monument. Our work in protecting these lands doesn't end there. I am concerned about the effect that increased noise will have on the use and enjoyment of these lands by locals and visitors if 2 squadrons of EA18-G's (13 more aircraft plus 12 Australian EA18-G's) are added to NAS Whidbey and the related effect on the economy. How would the proposed addition of aircraft affect the use and enjoyment of the San Juan National Monument and the local tourism-related economy? I request that the Scoping Process for this EIS be granted a 60 day extension to allow all affected communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County

(b)(6)

0732

Lopez Island, WA 98261

I am a long-time resident of southern Lopez Island. I have noted what seems an unusual number of cases of cancer among Lopez residents. Our neighbor to the west has breast cancer, our neighbor to the south has breast cancer, and our neighbor to the east has prostate cancer. I am concerned about the cumulative health effects of NAS Whidbey on the residents of San Juan County. I would like the EIS to study the various health effects of over flight noise, noise from engine run-ups, fuel emissions, toxic materials in jet fuel, and air and water quality related to the operations of jets in our area and how they would be affected by the addition of 2 squadrons of EA18-G's (13 more aircraft plus 12 Australian EA18-G's) to NAS Whidbey. With more planes would the flight patterns cover more of San Juan County affecting more people? How would the Navy mitigate the health effects of the proposed addition of aircraft? I request that the Scoping Process for this EIS be granted a 60 day extension to allow all affected communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County

(b)(6)

0733

Renton, WA 98056

They are just blaming other people for their not doing the homework in buying a house. They figure the noise won't be bad but if it is we will just ban together and force them to stop. Well I would think that sellers paying bonuses to agent that sell the homes affected are more to blame, but it is great advise to spend a whole day at a area of a home you are interested in buying because it is a very large purchase and usually you want live there in peace. I think the people complaining are just wanting to rent their home out when they are not there to help pay for them and know that not many would want to rent or pay much money if they have planes flying over. Wow why don't you just install an airport package on your home at your expense instead of making all of the citizens of the USA pay for your bad decision in buying a home by forcing them to shut down one of the best and only training areas in the northwest for these kinds of operations. Go ahead stick your head in the sand because if we are ever under attack I would not want you to try to help defend OUR COUNTRY OR OUR RIGHTS you would just get in the way of people that really make a difference, people that don't pick flowers to stick in the gun barrels or our troops. Go smoke your "legal" pot, just because it is legal now does not mean it does not make you stupid anyway, the Government just makes money off of you making yourself stupid. And we all know Stupid is as Stupid does.

(b)(6)

0734

Langley, WA 98260

I am writing to request an extension for the comment period to 60 days in order to provide scoping meetings to regional communities affected by EA-18G Growler Airfield operations, including Port Townsend, Sequim, La Conner, Camano Island, and the San Juan archipelago. Thank you.

(b)(6)

0735

Sequim, WA 98382

The U.S Navy plans to fly EA-18 Growler Jets over Clallam County is not a peaceful way to run a country. The December 24th Peninsula Daily News front page article on the Navy's plans indicate that the Navy suggests they will "...limit the flights from the Coupeville strip to about 6000 a year." This is not a "limit"!!! That equates to over 16 flights per day! These are VERY noisy jets and will turn this area into a military zone unlike anything we have experienced in the past. We have heard and seen them circle the skies above us southwest of Sequim across the past summer and they are always a very noticeable and distracting event. I ask the Navy to do its best to curb this deafening, potential source of noise before it gets to be a done deal by the U.S. Navy from Whidbey Island. It appears the Navy is not soliciting, facilitating nor considering input from outside of Whidbey island, yet we are very much a part of their realm. The Navy's job is to protect us. Please protect us from the noise! Respectfully, (b)(6), Sequim, Washington-

(b)(6)

0736

Cobb island, MD 20625

Keep the planes in the air, keep them flying. if they fly they break, if they break our techs have to fix them. this is how they gain experience that is critical for deployments. i lived there for 3 years, and i LOVE JET NOISE. its the sound of freedom at work. its the sound of buisness getting done, its the sound of training hands on, and the sound of experience for both pilots and techs! cant wait to move back there and continue hearing the sound of freedom!

(b)(6)

0737

Newburgh, IN 47630

Grew up around the jets on Whidbey. 25 years ago this would be a non issue. Social media, sounding boards, folks with nothing better to do are the cause of all the ruckus regarding the OLF. Not one of them admits "yes, we bought a house next to the airfield" What did they think. Is the Growler louder? Under afterburner, yes...But for fricks sake, the EA-6B is not a cessna. I support the OLF, I support our NAVY, I support the USA! Semper Fi! GO NAVY!

(b)(6)

0738

Wenatchee, WA 98801

NAS Whidbey is an important part of our lives in Wa. State and should not be closed down due to a few individuals that knowingly moved into the area and now wish to sue to close operations @ the Growler Airfield. We can not allow our National security to be compromised by the "greed" of the few. NAS Whidbey is a true treasure that can not be lost to the benefit of our state and country

(b)(6)

0739

Cheney, WA 99002

I support NASWI OLF. I used to live on Whidbey Island and always loved hearing the sound of freedom. Our pilots and aircrew need OLF for their training.

(b)(6)

0740

Langley, WA

As a young person, I grew up on an air force base in Europe. My memories are of our integration and acceptance into the communities surround the bases. I urge you that now you consider the noise concerns voiced by the communities on Whidbey Island and the near by communities. As community members, it is so important for the Growler Airfield Operations recognize the affects that they are having and causing the community.

Warmly, (b)(6)

(b)(6)

0741

Coupeville, WA 98239

To whom it may concern, I have no desire to see the Navy leave Whidbey Island. However, if the use of OLF increases, or the noise level is greater, or the flight paths are changed from the traditional routes used (since I moved to my current home in 1968) the result will be that many of our homes will be rendered virtually unlivable for much of the time. This isn't right or fair. Please protect the citizens of Whidbey Island! Thank you...

(b)(6)

0742

Oak Harbor, WA 98277

I support the military and the OLF auxiliary landing field here on Whidbey Island. A very small group of protesters have stirred up a fever in our community. The largest majority (80%) of the people I spoke to support the military presence here and support and understand the impacts of the noise and safety concerns with the operation of the landing field. We want and support the continued use of the landing field as an effective tool for training.

(b)(6)

0743

e Wenatchee, WA 98802

The Government has control, at least they say they do! If the people don't like living there go to a different country. This has been put there for a reason. To protect us, US citizens. I've never seen it were the people can over ride government. Where the hell is our senator? This should not be a conversation! It's here and if you don't like it get out of our country

(b)(6)

0744

camano island, WA 98282

I have no objection to the sounds from EA18G growler flights over our home. It's the sound of freedom. It's a comfort to me.

(b)(6)

0745

Oak Harbor, WA 98277

I support the NASWI OLF, very good for training! Keep Calm and Fly On!

(b)(6)

0746

Hermiston, OR 97838

Good day; I am writing concerning keeping OLF operational. My wife and I bought a second home at Ledgewood beach 21/2 years ago with plans of retiring there someday. It is a beautiful place. When I saw the U.S. Navy had aircrews training there I was very excited! I then knew I would love coming here frequently and retiring here. What a great privilege to see these amazing machines piloted by some of our best and brightest training to protect this very land on which we live and enjoy. As tax paying and freedom loving citizens I insist on keeping OLF open and would like to see an increase in crew training to maintain crew currency. Sincerely, (b)(6) Hermiston, Or.

(b)(6)

0747

Oak Harbor, WA 98277

I do not feel there is a significant impact with-in the Coupeville area. I would suggest out of consideration ending flights at 1am. Men and woman work around these aircraft daily. Some direct and others indirect. How many of these folks have hearing or health issues?

(b)(6)

0748

Anacortes, WA 98221

It is indeed the sound of freedom, you have are strong support

(b)(6)

Clinton, WA 98236

0749

Please extend the citizen review period for the EIS, so that you can invite North Penninsula residents to participate in the review and so that more Island County residents can do the same.

(b)(6)

0750

Everett, WA 98208

I have long been a supporter of Navy operations at the OLF. Pilots need a safe way of doing takeoff and landing practice in simulated carrier conditions in order to perfect their skills. I spend a lot of time on Whidbey Island both recreationally and professionally, and I fully support Growler operations at the OLF.

(b)(6)

Anacortes, WA 98221

0751

I support

(b)(6)

0752

Lopez Island, WA 98261

Dear Sir/Madam, Regarding the NAS Whidbey EIS EA-18G Airfield Operations on Whidbey Island: I live on Lopez Island and receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). AVERAGING NOISE I request that the EIS study Real-time high noise events and how they affect the health of the communities subjected to them. The study would consider the time of day that the noise is occurring and would use actual measurements - not computer generated and averaged numbers. Three to four hours of 90+ noise is not “low impact” – especially if it’s occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? What will the Navy do to mitigate this noise? I request that the Scoping Process for this EIS be granted a 60 day extension to allow the affected all communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County. Thank you for your attention. Sincerely, (b)(6) Lopez Island

(b)(6)

0753

Freeland, WA 98249

Please extend the Growler EIS scoping period so that communities affected by Growler operations e.g. Port Townsend, Camano Island, etc. may provide comments and participate in meetings. Thank you.

(b)(6)

0754

Lake Stevens, WA 98258

I support the field operation. I have had houses on the island before and have had rental properties there. The flight operation can sometimes be loud but was never a problem. Go Navy!

Lopez Island, WA 98261

I live on Lopez Island with my husband and two young children. For health reasons, we like to sleep with our windows open. The noise from navy flight trainings has been disturbing, particularly at night time (our children go to bed at 9PM on school days). I request that the EIS study covers the following: 1. Actual real-time ground measurements of noise levels, with distribution and decibels of different sound frequencies, logged every second, in locations directly underneath the flight path and at half-mile-interval distances from the flight path, up to 15 miles. 2. Same as 1) but at different altitudes of flights and at varying levels of throttles, including maximum. 3. Sharing detailed data measurements from 1) and 2) with the public via an easily accessible website. 4. Study of psychological and physical health impacts as a result of long-term exposure to the different levels of noise disturbances found in 1) and 2), particularly among the more vulnerable population including young children and the elderly. 5. Analysis of all possible mitigation measures, including alternate flight paths that avoid flying near or over Lopez Island, advance warning to residents, limited flying time, technology for muffling sound outputs, etc. Lastly, I request that the ScopingProcess for this EIS be granted a 60 day extension to allow theaffected communities in the regiontorespond, and that a ScopingMeeting be held on Lopez Island inSan Juan County. If the sound impacts can be fully mitigated to ensure there is no harmful effect on health, please consider the option of not going forward with the increase of growlers in the Whidbey navy base. Thank you.

(b)(6)

0756

Camano Island, WA 98282

I, for one, am growing very tired of the anti-military groups in this country. Why do we have freedom? Because the military personnel we have are willing to fight for it. Wake up, America.

(b)(6)

0757

Lopez Island, WA 98261

I live on the south end of Lopez Island and the jet noise is too loud for conversation, rattles the windows and keeps me awake at night. How would the proposed addition of growler aircraft affect the already high noise levels we experience?

(b)(6)

0758

Oak harbor, WA 98277

I am pro olf! People need to understand that to keep our military ready and able our service members need to be able to practice! Practice with aircraft is going to be noisy- it's unavoidable. If people don't like it, they can move. Saying that all noisy military exercises should be in non-populated areas is cruel, our military members are people too, who have families, who perhaps deserve to live in Whidbey more so. Freedom is not free! There are sacrifices! The people who complain of noise should remember that there are much higher costs that trump noisy jets.

(b)(6)

0759

Lopez Island, WA 98261

As a long time Lopez Island resident, I have endured the constant noise of jets from Whidbey Island overhead. I would like you to study the health effect of jet noise and the correlations between the noise and heart disease, stroke, depression, anxiety and other stress related disorders.

(b)(6)

0760

Langley, WA 98260

Let those complaining move. They understood the noise issues when they moved here. It is in your real estate contract. Last in, first out. NAVY STAYS!

(b)(6)

0761

Lopez Island, WA 98261

I respectfully request that an extension of a minimum of 60 days be granted in the scoping process to allow for a meeting to be scheduled on Lopez Island, or alternatively, somewhere in San Juan County.

(b)(6)

0762

Coupeville, WA 98239

Whidbey NAS is a vital and integral part of our island economy and way of life. We support the continued operation of this very important base with its very important mission. We believe that the men and women who protect our nation need and deserve the finest training opportunities and feel that Whidbey Island provides the appropriate place.

(b)(6)

0763

Auburn , WA 98092

I am concerned about the activity destroying the natural beautiful, peaceful, and sanctuary type environment that the San Juan islands have come to represent. This peaceful habitat should be treated with care and respect, not as a Naval playground.

(b)(6)

0764

oak harbor, WA 98277

OLF has provided for the training and safety of Navy/Marine corps aviators for decades. Just people were allowed to cut trees and reduce the noise buffer should not effect continued operations there. I bought a house near the highway, if they start selling noised cars/truckscan I sue to close the highway because of the noise and smog!

(b)(6)

0765

Lopez Island, WA 98261

I am a 25 year resident of Lopez Island. I am writing to voice my concern about the increase in activity at the Whidbey Navel Base that affects the San Juan Islands. The increased noise alone in the last year has been significant. My young grandson's are growing up fearing the sound of the jets pressing down on them. I understand there are programs that would keep the noise of these flight patterns up for years! My family, friends, neighbors, pets and wildlife have put up with all that comes our way from Whidbey Navel Base for all these years but now I feel that it is important to voice my concern and join with hundreds of other islanders to stop increased and adverse activity affecting our homes. The problems range from noise pollution to polluting our land and sea. This is a unique area of the world. The Navy's activities need to be focused from an area that is not heavily populated and inhabited. Please listen to the concerned voices of thousands of people in the areas around Whidbey's Navel Base! Very Sincerely, (b)(6)

(b)(6) and Family 3 children and 6 grandchildren

(b)(6)

0766

Auburn, WA 98092

I am concerned about the practice of the Navy jets dumping fuel over the islands and island waters. Fuel jet damages everything it touches and its components have the potential to work their way up the food chain culminating in more harm to our already endangered resident Orcas, bald eagles, and all of the animals endangered or not, in between. Contaminating the food supply naturally contaminates our own human food sources as well. This destructive practice runs counter to everything that normal citizens do every day to protect and preserve our natural environment.

(b)(6)

0767

Auburn, WA 98092

I have family that live on the islands. Family animals are frightened and frankly panicked by the noise and activity of the jets. The frequent and highly disturbing war-like activity of the NAS jets is sure to disrupt the wild animal's natural behaviors as well.

(b)(6)

0768

Coupeville, WA 98239

It defies logic that the Navy would resume flights of the F18 Growler over the environmentally sensitive Historic Preserve of Coupeville before either comments from neighboring communities are heard and considered AND the EIS is completed. Its just my opinion but I cannot see the Navy's reputation being enhanced in the area if touch down flights are resumed. Thank you.

(b)(6)

Clinton, WA 98236

0769

Please extend the comment period for 60 days and extend the scoping period for adjacent areas.

(b)(6)

0770

Oak Harbor, WA 98277

I've lived on north Whidbey mostly since 1976, and I've always known of the jet noise. The Growler noise is not worse than the Prowler or Intruder noise of years ago. Even that noise wasn't SO bad. I welcome the economic viability the Navy brings to the area.

(b)(6)

0771

Coupeville, WA 98239

Please extend the comment period to enable people from around the Puget Sound Region to participate. We live in a democracy, which means that our citizenry needs to be informed about opportunities for input to our government, including its military. The people in Port Townsend deserve to be given time for comments, since they were not informed initially. This may well be true for other impacted areas such as the San Juan Islands. PLEASE extend the comment period. Thank you.

(b)(6)

0772

Oak Harbor, WA 98277

Please keep Coupeville WA OLF open!! Our pilots need this practice field to be carrier lancing ready. The complainers are mainly older disgruntled people who love to complain & knew about the noise when they purchased their properties!

Lopez Island, WA 98261

I live on Lopez Island the noise from the jets makes it difficult to have a conversation, sleep or concentrate. I have a baby daughter who is often awoken from her naps due to the noise. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). I request that the EIS study Real-time high noise events and how they affect the health of the communities subjected to them. The study would consider the time of day that the noise is occurring and would use actual measurements - not computer generated and averaged numbers. Three to four hours of 90+ noise is not “low impact” – especially if it’s occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? What will the Navy do to mitigate this noise? Often when out trying to enjoy the natural stillness and quiet and beauty of our land I am driven away by the extremely loud and continuous noise of jets. I request that the Scoping Process for this EIS be granted a 60 day extension to allow the affected all communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County.

(b)(6)

0774

Freeland, WA 98249

As 25+ year residents of Whidbey Island & local small business owners we strongly support the Whidbey Island Naval Air Station. Whidbey NAS is an important part of the Whidbey Island employment and economy. As owners of 3 lots in Admirals Cove, we did our own research before purchasing and were well aware we were buying these properties in a noise zone area. We believe Whidbey NAS is vital to national security & Island County economy. To shut down the Whidbey NAS because of a small vocal minority would be tragic from the enormous cost to move the base to the dramatic effect it would have on the local economy. We urge you to keep the Whidbey NAS intact and use the OLF as required by the Navy.

Lopez Island, WA 98261

There is well documented evidence showing correlations between noise (especially noise over 90 decibels) and heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immuno-toxicity, sleep disturbances, depression, anxiety, cancers and stress related disorders . This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. Noise monitoring stations should be set up on all the islands in San Juan County as well as neighboring communities. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages. How will the Navy address the health issues in the surrounding communities caused by exposure to the noise generated by the projected 114 EA-18G's which will be based at NAS Whidbey in 2015? As a resident of Lopez Island I am very concerned about emissions and exhaust from the jet propellant fuel (JP-5) used by the EA-18G's. It appears that most of what we experience is coming from regular operations and maintenance run-ups. We frequently smell jet fuel on the island. Post combustion exhaust from jet engines contains carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. Dumping fuel is another possibility. The Navy states that it only dumps fuel in emergencies, which are rare, and then only over Smith and Minor Islands at 10,000 feet. They say that the fuel is dispersed by the time reaches the ground. Many islanders have observed what appears to be fuel dumping. "Dispersal" when it reaches the ground means that it has entered a gaseous state and we are breathing it. How will additional aircraft impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Grayish residues have been reported on fruit crops. What is the effect on island residents breathing jet fuel emissions? Are jet fuel residues getting into our water supplies? Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. Since the EA-18G's burn conservatively 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. How will the Navy mitigate the effects of jet fuel emissions, exhaust and residues and fuel dumping on humans, endangered species, the Salish Sea and air and water quality in our region? What will be the cumulative effect of all the aircraft based at Navy Whidbey on jet fuel pollution, noise pollution in the region, marine and land based animals, bird populations, our local economy and the health of all who call this area home? With additional aircraft in the pattern, will over flights continue to migrate north over San Juan County? How will the additional PA-8's (numbers from the Navy vary from 36 – 69) interface with the 114 EA- 18G's? How will the Navy mitigate this additional noise and pollution and expansion of flight patterns? I request that the Scoping Process for this EIS be granted a 60 day extension to allow all affected communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County.

Lopez island, WA 98261

I have lived on Lopez Island since 1976. In the early days the noise from Navy Whidbey was an occasional event. In the last 15 years there have been times when some of us have had to leave our homes because the noise was so extreme. HEALTH EFFECTS There is well documented evidence showing correlations between noise (especially noise over 90 decibels) and heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immuno-toxicity, sleep disturbances, depression, anxiety, cancers and stress related disorders . This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. Noise monitoring stations should be set up on all the islands in San Juan County as well as neighboring communities. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages. How will the Navy address the health issues in the surrounding communities caused by exposure to the noise generated by the projected 114 EA-18G's which will be based at NAS Whidbey in 2015?

Lopez island, WA 98261

As a resident of Lopez Island I am very concerned about emissions and exhaust from the jet propellant fuel (JP-5) used by the EA-18G's. It appears that most of what we experience is coming from regular operations and maintenance run-ups. We frequently smell jet fuel on the island. Post combustion exhaust from jet engines contains carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. Dumping fuel is another possibility. The Navy states that it only dumps fuel in emergencies, which are rare, and then only over Smith and Minor Islands at 10,000 feet. They say that the fuel is dispersed by the time reaches the ground. Many islanders have observed what appears to be fuel dumping. "Dispersal" when it reaches the ground means that it has entered a gaseous state and we are breathing it. How will additional aircraft impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Grayish residues have been reported on fruit crops. What is the effect on island residents breathing jet fuel emissions? Are jet fuel residues getting into our water supplies? Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. Since the EA-18G's burn conservatively 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. How will the Navy mitigate the effects of jet fuel emissions, exhaust and residues and fuel dumping on humans, endangered species, the Salish Sea and air and water quality in our region?

(b)(6)

0778

Oak Harbor, WA 98277

I arrived NAS Whidbey Island in 1968 and OLF had been open for much needed training for over two decades. There weren't many homes in the bounce patterns of OLF & NAS, yet! Those folks who did decide to live under the aircraft flight paths chose to do so for financial or personal reasons. If they didn't know what they were getting into... shame on them and their realtors!! Relocating OLF to eastern WA requires a whole new set of logistical solutions. Increased flight time means more fuel spent... there are weight limits to any landing... dumping excess fuel not only affects the environment but is a waste! Now do the aircraft have enough fuel to return to NAS Whidbey? If not, refueling, ground or air, is required. All aircrews must have proper FCLP (field carrier landing practice) to ensure all landings, land or shipboard, are safe. The disgruntled, highly vocal minority are interested only in dismantling our military and society more than they have already these past five years! Very Respectfully, (b)(6)

Lopez island, WA 98261

As a resident of Lopez Island I am very concerned about emissions and exhaust from the jet propellant fuel (JP-5) used by the EA-18G's. It appears that most of what we experience is coming from regular operations and maintenance run-ups. We frequently smell jet fuel on the island. Post combustion exhaust from jet engines contains carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. Dumping fuel is another possibility. The Navy states that it only dumps fuel in emergencies, which are rare, and then only over Smith and Minor Islands at 10,000 feet. They say that the fuel is dispersed by the time reaches the ground. Many islanders have observed what appears to be fuel dumping. "Dispersal" when it reaches the ground means that it has entered a gaseous state and we are breathing it. How will additional aircraft impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Grayish residues have been reported on fruit crops. What is the effect on island residents breathing jet fuel emissions? Are jet fuel residues getting into our water supplies? Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. Since the EA-18G's burn conservatively 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. How will the Navy mitigate the effects of jet fuel emissions, exhaust and residues and fuel dumping on humans, endangered species, the Salish Sea and air and water quality in our region?

(b)(6)

0780

Lopez island, WA 98261

I am a Lopez resident and am concerned about the EA-18G's effect on our San Juan County economy. How will San Juan County's economy be affected by the proposed additions of two more squadrons plus the 12 Australian EA-18G's? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, Wildlife Refuges and parks. They come for the beauty and the quiet not the noise of a war zone. I have friends who have B&B's who lose customers when the jets are flying. Kayak companies, whale watch boats, bicycle touring groups all lose business when the jets are either flying or the maintenance run-ups are funneling a wall of noise toward the San Juan Islands. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region. How will the Navy mitigate the adverse effects to our San Juan County economy?

Lopez Island, WA 98261

I live on Lopez Island and receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). AVERAGING NOISE I request that the EIS study Real-time high noise events and how they affect the health of the communities subjected to them. The study would consider the time of day that the noise is occurring and would use actual measurements - not computer generated and averaged numbers. Three to four hours of 90+ noise is not “low impact” – especially if it’s occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? What will the Navy do to mitigate this noise?

(b)(6)

0782

Lopez island, WA 98261

I am a Lopez resident and am concerned about the EA-18G's effect on our San Juan County economy. How will San Juan County's economy be affected by the proposed additions of two more squadrons plus the 12 Australian EA-18G's? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, Wildlife Refuges and parks. They come for the beauty and the quiet not the noise of a war zone. I have friends who have B&B's who lose customers when the jets are flying. Kayak companies, whale watch boats, bicycle touring groups all lose business when the jets are either flying or the maintenance run-ups are funneling a wall of noise toward the San Juan Islands. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region. How will the Navy mitigate the adverse effects to our San Juan County economy?

(b)(6)

0783

Oak Harbor, WA 98277

The survival of Oak Harbor rests with the Navy and its payroll. The loss of which would be catastrophic to the community. I'm afraid it would be an economic blow the we may never get over.

(b)(6)

0784

Lopez island, WA 98261

AUSTRALIAN TRAINING As a resident of Lopez Island I am concerned about the 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release. These EA-18G's need to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts of all areas of concern (Health Effects, Noise Averaging, Engine run-ups, Air Quality, Water Quality, endangered species, plant communities, aquatic life, Jet Fuel Exhaust and Emissions, Fuel dumping, and Economy) need to be based on 25 EA-18G 's not 13.

(b)(6)

0785

Lopez, WA 98261

Thank you for the opportunity to comment. I am a private pilot, aircraft owner and have lived on Lopez Island for more than 30 years and raised in a military family. I support the mission of Whidbey NAS and love airplanes. On occasion, I have been bothered by the noise from then low flying A-6's or F-18's. I only notice it when there is a low overcast, two planes are in formation and they fly low over the island. Clear days the planes rarely fly low over the island. Please take this into consideration in flight planning. Thanks again,

(b)(6)

0786

Lopez island, WA 98261

AUSTRALIAN TRAINING As a resident of Lopez Island I am concerned about the 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release. These EA-18G's need to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts of all areas of concern (Health Effects, Noise Averaging, Engine run-ups, Air Quality, Water Quality, endangered species, plant communities, aquatic life, Jet Fuel Exhaust and Emissions, Fuel dumping, and Economy) need to be based on 25 EA-18G 's not 13.

LaConner, WA 98273

Thank you for an opportunity to express our concerns regarding the US Navy's plans to expand the operation of the Growler Airfield at NAS Whidbey Island (NASWI). We live on Dodge Valley Road/Landing Road outside of LaConner, WA. Our home is in the direct flight path for aircraft landing at NASWI. It is both as homeowners and people who care about the area in which we live and its natural resources that we write to express our concerns. It is our understanding that the Navy has been ordered to conduct an environmental impact analysis and to report its findings in an environmental impact statement (EIS). That statement is to evaluate the direct, indirect and cumulative impacts of increasing the number of EA-18G Growlers at NAS Whidbey Island on human health, recreation, and quality of life issues in Skagit, San Juan and Island Counties. Concern #1: Noise studies should include actual ground-based data and, in western Skagit County, should be sampled aft of the aircraft as they are approaching NASWI for landing. We understand that the Navy will be modeling the noise factors of increased air traffic. Modeling, however, does not take into account, all of the actual noise impacts on the ground. I have read previous reports related to the EA-18G and other aircraft at NASWI. We also recently attended a scoping meeting. These reports include maps indicating that we live on the edge of the 65 dB DNL Noise Contours. But based on our experience and unofficial testing, there is every reason to believe that these planes are generating 95 to 105 dB when flying over our home. The reports suggest that the Growlers are similar in noise level to the Prowlers that they are replacing. But the Growlers make a deeper rumbling noise on approach that one feels as much as hears – an experience corroborated by the pilot that I spoke to at the scoping meeting. Also, these reports did not take into account a multiplying factor, namely that when two or more aircraft fly together over our home, the noise increases. So while the reports state that the impact of Growler noise may be considered similar or less overall, in reality and as experienced by those of us who live in the flight path, the noise impact is most certainly not less. As we stated above, we live directly under the flight path for aircraft landing at NASWI. We moved to our rural home seventeen years ago to enjoy a quiet, rural lifestyle. Our home is located in a quiet agricultural area. Our view from our home is across agricultural fields rather than houses. We have a large garden. Early in the morning and at dusk, thousands of migratory snow geese and trumpeter swans who winter in the Skagit delta fly over our home—calling and trumpeting. However, when the Growlers fly overhead, our quiet enjoyment of our home and the wildlife is adversely impacted. If we're outside, the aircraft noise is unbearable. It is impossible to hear anything, much less hear ourselves think. Conversations come to a standstill. If we are working from home and the jets are flying, we have to stop work either because we can't hear phone conversations or because we can't concentrate on writing projects. In the evening, we can't carry on a conversation with one another or friends who come by or listen to the television. Recently one evening the jets flew low overhead every two to three minutes for more than three hours. It was not only disruptive to our plans, but physically unbearable. One can only hold one's hands over one's ears for so long. And should the planes fly overhead at night (which they do in the late spring through early fall) when we are trying to sleep, it is literally impossible to fall asleep due to the noise and resulting stress. Last summer we experienced more than a month of nightly "air raids" that would invariably begin just as

we were getting ready for bed around 10 pm and last for two to three hours. The stress associated with aircraft noise is further aggravated by the unpredictability – we never know when they will be flying or how long it will last. Concern #2: The EIS should assess various mitigating factors. The EIS should examine the feasibility of mitigating noise impact by modifying the planes or limiting the timing and duration of training exercises. Commercial aircraft and airports have had to make adjustments over the years but similar accommodations have not been required of military facilities. Perhaps with more attention to the issue, steps could be taken that would not adversely impact the preparation or safety of our pilots. Concern #3: The EIS should evaluate cumulative impacts of anticipated future operations. The EIS should also discuss the potential for additional growth at NASWI and how the proposed action to increase the number of EA-18G Growlers is just one of many current and foreseeable steps to developing NASWI as a more significant base for naval air operations on the West Coast and in the Pacific region. The cumulative impact analysis must address our concerns in the full context of NASWI current and anticipated future operations. Concern #4: The EIS should evaluate cumulative impacts on nearby natural areas. Consideration should also be given to the cumulative impact of increasing flight operations at NASWI on the character and quality of recreational experiences in Washington's highly-prized San Juan Islands and Skagit Valley farmlands, not to mention the state's most popular state park at Deception Pass and the National Historic Reserve at Ebey's Landing. The report undoubtedly will address the immediate impact that the increased volume of flights at the Outlying Field near Coupeville has had and will have on central Whidbey Island residents, visitors and businesses. But the EIS should also take a wider regional view as these scenic areas also will be impacted by the proposed increase in the number of planes and volume of flights at NASWI. Given the recreational and economic importance of these natural areas (i.e., tourist attractions), the EIS must be expanded to address these impacts. Concern # 5: Socioeconomic analysis should address the impact of increasing the population in the Oak Harbor area roughly 10% by adding nearly 3,000 people (860 additional personnel and 2,150 family members). We believe particular attention should be brought to the issue of traffic congestion as the only access from Oak Harbor to businesses, services, employment, and transportation routes on the mainland is via the narrow two-lane bridge at Deception Pass. There are no immediately apparent options for easing congestion in this area which not only includes all of the traffic from Whidbey Island going to the mainland, but also the tourists who stop to walk across the bridge, enjoying the magnificent views to the east and west. In addition, Highway 20 is the only north-south thoroughfare on Whidbey Island and runs right through the center of the Oak Harbor. Continued growth will surely lead to ever more traffic congestion. (b)(6)

(b)(6)

Lopez island, WA 98261

CUMULATIVE IMPACT STUDY As a resident of Lopez Island I am concerned that each time I ask the Navy how many EA-18G's are currently based at Whidbey, and how many are proposed to be added, I receive different numbers. This region of Washington State is one of expanding tourism (we are now considered a world destination), recreation and sensitive environmentally areas. Without solid numbers of aircraft operating it's not possible to know what the impacts of additional aircraft will be. The Seattle Times reports that there are currently 83 Growlers on the base and by 2015 there will be 114. In addition there are a large number of P-8's. The number of P_*'s on the base at the moment has not been confirmed. The Navy is basing this EIS on the addition of 13 EA-18G's. The Additional 12 from Australia are ignored. The scope of the EIS should be amended to include the cumulative impacts study of ALL the EA-18G aircraft and ALL the P-8's which are scheduled to be based at NAS Whidbey. Impacts should be based on solid numbers of aircraft - not a sliding scale. What will the be cumulative effect of all the aircraft based at Navy Whidbey on jet fuel pollution, noise pollution in the region, marine and land based animals, bird populations, our local economy and the health of all who call this area home? With additional aircraft in the pattern, will over flights continue to migrate north over San Juan County? How will the additional PA-8's (numbers from the Navy vary from 36 – 69) interface with the 114 EA-18G's? How will the Navy mitigate this additional noise and pollution and expansion of flight patterns?

Lopez island, WA 98261

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(b)(6)

0790

Oak Harbor, WA 98277

I have been a resident of Oak Harbor for 11 years and have spent some time in the Navy as well as my husband who is still currently serving. We have rented over a dozen houses (both before and after we met) and each one had the disclosure form for noise. We just purchased a home a year ago and that too came with the disclosure. Even with the new version of the disclosure not specifically saying "Naval flight operations" it does say "airport" which for any reasonable/educated person would make them stop and think "Hmmmmm, let me check this out". It is a very small group of people that are consistently complaining just because they did not do their homework upon buying a property. Perfect example of ignorance not equaling bliss. When you are shopping for a home a normal, reasonable person would check crime rates, soil samples (are you located near a landfill), school systems, proximity to shopping/public transportation/entertainment, and even poll a few people from the area to see what they like and do not like. This is common sense! On that note, we are very proud to be part of the naval community here at NAS Whidbey Island and would like to continue to do so for a very long time and let freedom ring! GO NAVY!!! (p.s. our health and our animals have not been effected on iota)

(b)(6)

0791

Oak Harbor, WA 98277

I fully support all aircraft training requirements required to keep pilots and ground crew safe. Those individual's unable to do due diligence prior to purchasing a home should not expect the US Navy to pay for their bad choices. Let'em bounce!

(b)(6)

0792

Lopez island, WA 98261

I live on Lopez Island and receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). AVERAGING NOISE I request that the EIS study Real-time high noise events and how they affect the health of the communities subjected to them. The study would consider the time of day that the noise is occurring and would use actual measurements - not computer generated and averaged numbers. Three to four hours of 90+ noise is not “low impact” – especially if it’s occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? What will the Navy do to mitigate this noise?

,

I live on the south end of Lopez and find my windows rattling to the point I fear they will break. I frequently work from home and have times when I cannot have a phone conversation. I also find it frustrating to have flyovers after 9 PM when some people are trying to sleep, or during primetime entertainment. The sound of freedom is appreciated within occasional fly overs but recently we have had so many it has totally disrupted our lives and quality of life. If this continues on a regular basis it will destroy the value of our property which is not appealing when one has planned for years for a Lopez retirement.

Lopez island, WA 98261

I live on Lopez Island. The noise from maintenance run-ups on the tarmac at Ault is extreme and can happen for many hours during the day and into the night. In some ways it is more disruptive than flyovers. Right now with the existing aircraft at Ault field the noise is deafening. I am certain if the military were not exempt from the 1972 Noise law - this noise would not be legal. ENGINE RUN-UPS With the addition of 2 squadrons of EA-18G's plus the 12 Australian EA-18G's - what would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects sleep, creates stress, and makes regular conversation difficult. Ear protection does not even begin to dampen the sound which literally vibrates the body. A partial solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. What would the navy do to protect the surrounding communities from this invasive noise which lowers our property values and makes our homes unlivable and unhealthy?



Scoping Meeting Comment Form

Thank you for attending the scoping meeting for the Environmental Impact Statement (EIS) for the EA-18G Growler Airfield Operations at NAS Whidbey Island. To be most helpful, comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: (1) **Provide written comments at today's public meeting;** (2) **Speak with the stenographer, who will record your comments;** (3) **Submit your comments on the project website at www.whidbeyeis.com;** or (4) **Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS. All comments submitted as part of the scoping period must be submitted by January 3, 2014.**

1. Name ^{(b)(6)} _____

2. Organization/Affiliation _____

3. Address ^{(b)(6)} _____ ANACORTES VA.

4. E-mail _____ 98221

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

AM CONCERNED ABOUT NOISE LEVELS
OVER ANACORTES.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

0795

(b)(6)

0796

lopez is, WA 98261

We are fulltime LopezIsland residents, north end. When looking for a place to live, we visited the south end and found many desirable homes but decided we could not live comfortably with the jet noise (clearly a property value factor). We find it ironic that the north end is much quieter, except on cloudy days when jets fly directly overhead, just above the cloud cover. This seems blatantly dishonest and in fact an admission by the flight controllers that they don't want to be seen where they should not be. Regardless, we request that the upcoming EIS of the impacts of expanded operations include real-time (not average) noise levels and their effects on health, etc. The study should consider the time of day and use actual not approximated measurements. What will an increase in flights do to these numbers and what will the Navy do to lessen these impacts? The website for the Growler EIS states, "The Navy is committed to engaging the community throughout the EIS process." We also request the EIS Scoping Process be granted a 60-day extension to allow ALL affected communities to have input, and that a Scoping Meeting be held on Lopez Island. Sincerely, (b)(6)
Professor Emeritus Odum School of Ecology, University of Georgia PERMANENT
address: (b)(6) Lopez Is., WA 98261 (b)(6)

(b)(6)



Scoping Meeting Comment Form

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1. Name ^{(b)(6)} _____

2. Organization/Affiliation Citizen

3. Address ^{(b)(6)} _____ OAK Harbor WA 98277

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

I have several concerns about All Jets a Nas WI as their will be No safe areas on the Island from this Noise + Pollution for the civilians.

I would Encourage the NAS WI to Do Acoustic Decimals + seismic Reading at our home on ^{(b)(6)} _____ as our home shakes from these Aircraft and DBA Reads of 140.6 with county DB Reads. As well we will Never have High speed internet Due to this Base even though we have a Fiber optic line in front of our house we are still on Dialup.

I Have Another other issue I am very concerned About,

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF

To the Navy: WhidbeyEIS@navy.mil
Copy to: citizensoftheebeyreserve2@gmail.com
From:

All of the following concerns should be addressed in the EA-18G "Growler" EIS:

SCOPE: The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment.

NOISE: Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss."

HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency.

SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses.

ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat.

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general.

ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

OTHER COMMENTS:

(b)(6)





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1. Name ^{(b)(6)} _____

2. Organization/Affiliation CITIZEN _____

3. Address ^{(b)(6)} _____

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

MAJOR CONCERN IS EFFECT OF NOISE. CURRENT FLIGHT OPERATIONS INTERFERE WITH ABILITY TO SLEEP AT NIGHT. DURING THE DAY NOISE IS LOUD ENOUGH TO INTERFERE WITH CONVERSATION INSIDE OUR HOUSE. AT TIMES TELEPHONE CONVERSATIONS INSIDE OUR HOUSE MUST BE HALTED TILL THE JETS PASS.
I AM CONCERNED WITH CURRENT FLIGHT PATTERNS AND NOISE LEVELS AND DOUBTLY CONCERNED WITH HOW MANY ADDITIONAL FLIGHTS THE NEW SQUADRONS WILL ADD.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:

Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

0798



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation PIC _____

3. Address ^{(b)(6)} _____ O.H.

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

Would like have TV + Cell + Computer (web) please!!!
Test flight. lights at my house as starcraft
fly 150-100 ft off of house. I'm constantly
told they are at Woolf (not true) also wrong
flight path.
Test real-time high noise events on ground at
my house.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:

Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

0799

do not fly while EIS is being performed
as you have not proven you are safe.

Study impact on farm lands & ~~deception~~ Pass
pass: (noise, fuel bumping, exhaust/pollution)

For more information, please visit the project website at whidbeyeis.com

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YOUR INPUT MATTERS



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1. Name (b)(6)

2. Organization/Affiliation SAM JUAN COUNTY COORDINATOR DIST 1

3. Address (b)(6) FRIDAY HARBOR VA 98250

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

THE PROBLEM HAS INCREASED ON SAN JUAN ISLAND AND IN THE TOWN OF FRIDAY HARBOR IN THE LAST 4-6 MONTHS. THE NOISE IS HAS INCREASED. I BELIEVE IT IS WHEN THEY ARE DOING ENGINE RUN-UP - AS THE SOUND IS CONSTANT AND DOESNT MOVE. POI STUDIES WE WILL SEND IN FROM A COUNTY LEVEL WITH LAT. LONG TO AID IN THE STUDY AREA.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:

Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

0800



Scoping Meeting Comment Form

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1. Name (b)(6)

2. Organization/Affiliation ANACORTES CITIZEN / ANACORTES COUNCIL MEMBER

3. Address (b)(6)

4. E-mail (b)(6)

- 5. Please check here if you would NOT like to be on the mailing list
- 6. Please check here if you would like your name/address kept private
- 7. Please check here if you would like to receive a CD of the Draft EIS when available

I AM PLEASED THE NAVY IS CONTINUING TO INVEST IN THE PACIFIC NORTHWEST. NAVAL AIR STATION WHIDBEY IS, AND WILL CONTINUE TO BE THE CENTER OF EXCELLENCE FOR ELECTRONIC WARFARE LONG INTO THE FUTURE. THE EASY ACCESS TO RANGES AND THE PACIFIC OCEAN ARE IN SUPPORT OF NATION DEFENSE STRATEGY SHIFT TO ASIA.

ANACORTES WELCOMES THE ADDITIONAL EIS 6 FAMILIES TO OUR COMMUNITY, TO JOIN OUR OTHER MILITARY FAMILIES IN ANACORTES. WE HOPE OUR FELLOW CITIZENS UNDERSTAND THE IMPORTANT ROLE NAS WHIDBEY PLAYS IN OUR COUNTRY'S DEFENSE.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:
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6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

0801



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1. Name (b)(6)

2. Organization/Affiliation Anacortes

3. Address (b)(6)

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

So glad that Anacortes (an surrounding cities) get the benefit of the Navy Base neighbors

We enjoy enviro's benefits from all the added jobs and high quality families that move here because of the Navy

We are so lucky to have the base grow so that our city can grow with them.

Thank you for supporting the Navy & their families

Please print • Additional room is provided on back

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6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS



Scoping Meeting Comment Form

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1. Name (b)(6)

2. Organization/Affiliation N/A

3. Address (b)(6) AVIA@PTES

4. E-mail _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

CLOSING OF OLF IS RIDICULOUS -
APPRECIATE THE MEN UP THERE WHO
CAN FLY THE THINGS THAT ASSURE
OUR SECURITY.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the scoping meeting or mail to:
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YOUR INPUT MATTERS

0803



Scoping Meeting Comment Form

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1. Name (b)(6) _____

2. Organization/Affiliation Self _____

3. Address (b)(6) Oak Harbor, VA 22077 _____

4. E-mail (b)(6) _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

I would like studies done on the effect of the noise on structures close to the base, particularly Sullivan Rd, Monkey Hill Road. The removal of trees at the east of the main runway has created a concern for my safety, if it was a safety concern for the Navy.
I would like the Navy + County to investigate the use encroachment easements for the areas immediately

0804

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6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

adjacent to the runway. ~~There are~~
~~also~~ ~~mitigating~~ the effects
of the expanded use of
Avft Field for the continual
increase of the Growlers, their
squadrons, and other support.

Also while this format is to discuss
impact of Growlers, the other
issue would be the ~~the~~ new
placement of what I would
call the blast shields for doing
maintenance. Their new positions
& I assume there will be more
with increase in the squadrons.
The noise from the noise deflectors
blast shield new position the noise
to travel on a direct path to
my house. This has increased since
the blast deflectors/shields have
changed positions. That is additional
noise which may or may not be
included in your study. I feel
they would warrant inclusion
in the study.

In closing I support the base
presence. I would like encroachment
basement to be recommended to
increase in distances around
the runways,

(b)(6)

For more information, please visit the project website at whidbeyeis.com

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YOUR INPUT MATTERS



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation SELF

3. Address ^{(b)(6)} Anacortes, Wa

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

① The EIS should include a study of flight patterns: the flight patterns should not be over Anacortes due to excessive noise produced by the planes.

② The EIS should include considerations regarding excessive engine noise, especially when flying over the city of Anacortes.

Notes: Currently some Navy planes flying over Anacortes use after-burners (?) that are extremely loud & cause my windows to vibrate.

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1. Name (b)(6)

2. Organization/Affiliation _____

3. Address (b)(6) Mukilton 98275

4. E-mail (b)(6) _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

I am concerned that there have been low-level flights of military jet aircraft deep into the Glacier Peak Wilderness area in the Whitechuck and Smalley River valleys. These flights were low enough to have a great noise impact and inconsistent with the Wilderness Act of 1964

Please print • Additional room is provided on back

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YOUR INPUT MATTERS



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation - NONE

3. Address ^{(b)(6)} _____ MT VERNON 98273

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

- ① The scoping process should include many more communities in a much wider area - i.e. Mt Vernon, Stanwood, Everett, San Juan Islands, etc.
- ② All of the affected areas have been growing and changing for many years now and the operations at NAS Whidbey do not seem to be adaptable to current realities. Changes in population and land use should be considered.
- ③ The EIS should look at possible modifications to the planes which would make them more compatible to areas they are operating in.

Please print • Additional room is provided on back

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YOUR INPUT MATTERS

Lopez island, WA 98261

I have lived on Lopez Island since 1989. In the early days the noise from Navy Whidbey was an occasional event. In the last 15 years there have been times when some of us have had to leave our homes because the noise was so extreme. HEALTH EFFECTS There is well documented evidence showing correlations between noise (especially noise over 90 decibels) and heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immuno-toxicity, sleep disturbances, depression, anxiety, cancers and stress related disorders. This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. Noise monitoring stations should be set up on all the islands in San Juan County as well as neighboring communities. The noise generated by the Growlers is happening - to real people - in real time - and - real numbers need to be used to access this problem - not averages. How will the Navy address the health issues in the surrounding communities caused by exposure to the noise generated by the projected 114 EA-18G's which will be based at NAS Whidbey in 2015?



Scoping Meeting Comment Form

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1. Name ^{(b)(6)} _____

2. Organization/Affiliation _____

3. Address ^{(b)(6)} _____ Mt. Vernon 98273

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

Please send announcements and other news releases concerning the impact of increasing the # of planes at NASWI ~~and~~ to all newspapers in the region, including Seattle, Everett, Stanwood, LaConner, etc.

Public comment meetings should be held in LaConner and other communities impacted.

Please print • Additional room is provided on back

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1. Name ^{(b)(6)} _____

2. Organization/Affiliation None

3. Address ^{(b)(6)} _____ ANACORTES

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

Please fly over the Gumes Channel instead of over the town of Anacortes. It's only approx. 1/2 mi. further north and it would be safer incase something goes wrong with an airplane. I believe this would be very easy to implement and it would be safer.

Please print • Additional room is provided on back

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YOUR INPUT MATTERS



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1. Name (b)(6)

2. Organization/Affiliation *Retired*

3. Address (b)(6)

4. E-mail (b)(6) *Cooperville*

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

*I Miss our Jets
not everyone in Coapeville
is against our Jets
Please Fly Again soon!*

Please print • Additional room is provided on back

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YOUR INPUT MATTERS



Scoping Meeting Comment Form

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1. Name (b)(6)
2. Organization/Affiliation Resident / local business owner
3. Address (b)(6) Coupeville
4. E-mail (b)(6)
5. Please check here if you would NOT like to be on the mailing list
6. Please check here if you would like your name/address kept private
7. Please check here if you would like to receive a CD of the Draft EIS when available

I support NAS Whidbey Island & their efforts to train at OLF. I believe noise is something we must put up with ~~to have~~^{as} a necessity to provide protection/properly trained pilots. To expect jets to go "somewhere" else just because we live on an island is just plain crazy! I own two businesses in Coupeville and own a home in the county where I hear jet noise. I'd rather hear & live with the noise than know our pilots weren't properly trained. We adjust to the noise along with

-one business is directly under the flight path it is affected momentarily each day -

Please print • Additional room is provided on back

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YOUR INPUT MATTERS

our children at home and our customers
at our business.

Please don't stop the SOUND OF FREEDOM

Our children's growth has NOT been
affected, their hearing is not diminished,
our livestock is not traumatized, we
don't need to severely alter our lives
just because the jets fly. Actually,
when we drive by OLF & the jets
are flying, my kids get excited and
after years of driving by, they still
hope to see the wheels touch
the ground.

For more information, please visit the project website at whidbeyis.com

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1. Name (b)(6)

2. Organization/Affiliation RETIRED

3. Address (b)(6) OAK HARBOUR WVA 98277

4. E-mail _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

I HAVE LIVED ON WHIDBEY IS OFF + ON SINCE 1963. INVARIABLY WHEN I MEET AN INDIVIDUAL WHO VEHEMENTLY COMPLAINS ABOUT LOCAL FLIGHT ACTIVITY IT IS SOMEONE WHO MOVED TO THE ISLAND IN THE LAST 5 YEARS.

I AM ALWAYS THAT THE NOISY LEVEL HAS GONE DOWN IN THE LAST 20 YEARS FROM THE OVERLAP IN THE NUMBER OF SQUADRONS + AIRCREW STATIONED HERE, AN ENTIRE COMMUNITY - AEC HAVE BEEN DECOMMISSIONED IN THE PERIOD - THE TYPICAL AG SQUADRON HAS 30 AIRCREW ASSIGNED + 16 AIRCRAFT A PROWLER / GROWLER SQUADRON HAS 4 AIRCRAFT AND 6 AIRCREW.

Please print • Additional room is provided on back

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YOUR INPUT MATTERS

Please print • All comments must be received by January 3, 2014

THAT IS A MAJOR DECREASE IN THE AMOUNT OF
TRAINING Required at OLF

IT IS THE LATE ARRIVALS - NEW COMERS WHO ARE
COMPLAINING ABOUT AN ARTIFICE THAT HAS SERVED
THE NAVY WELL FOR OVER 40 YEARS!

(b)(6)



0813

For more information, please visit the project website at whidbeyis.com

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1. Name ^{(b)(6)} _____

2. Organization/Affiliation _____

3. Address ^{(b)(6)} _____ Coupeville WA 98239

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

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I have lived on NAS Whidbey Island for the past 26 years. Growing up on an island where our Navy serves us is an honor. In support of DLF our pilots need a place to practice & the community is aware of such needs. Instead of fighting against we need to come together & support our Navy. It is them who risk their lives for our safety the least we can do is allow them a place to practice the high risk landing operation it takes. Keep DLF open.

Please print • Additional room is provided on back

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YOUR INPUT MATTERS

December 3, 2013

Re: Naval Outlying Field - Coupeville

I have been coming to Whidbey Island for over thirty years. First using the property for summer recreation and have been a full time resident for the last 14 years.

I have watched the bombers practicing drops in the inlet, parachutists being dropped at the OLF and yes the jets. We took our lawn chairs down to the side road and watched the lights on touch and goes until the road was closed for safety reasons.

Depending on the direction the jets are flying incoming planes joining the pattern fly right over my house and this has never been a problem day or night.

It is my understanding the jets are now flying to Moses Lake for their required practice landings, as a taxpayer I feel this is very poor management of my tax dollars to pay for fuel to fly to Moses Lake and back instead of flying from Oak Harbor to Coupeville.

Every Realty Company I have spoken with have told me they are mandated to tell buyers or builders about the fly zone. The individuals who are now upset about property values knew when they bought or built about the jets and moved forward. If they are now experiencing medical issues they should move to improve their health.

If the Navy were to decide to move the squadrons to another base it would be devastating to the island. I hope thoughtful and careful consideration will be given to this decision.

If you have any questions for me please call (b)(6)

Sincerely,

(b)(6)

(b)(6)

Coupeville, WA 38239



December 3, 2013

EA-18G Growler EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS

Growler EIS Project Manager:

I rarely am moved to weigh in, but feel compelled to voice my opinion, as I have benefitted as well as been impacted by the existence of the Naval Air Station Whidbey Island in many ways, for my entire life. It is my belief that the benefits of the operations at NAS Whidbey far outweigh the consequences, and I am strong in my support of the mission and operations of both Ault Field and OLF Coupeville.

I was born into a naval family, my father was stationed at NAS Whidbey for most of my childhood before retiring as a Master Chief from a VAQ Squadron. I enjoyed the benefits provided to military families throughout my childhood, as well as dealt with the trials and tribulations of having a father deployed overseas for many months at a time over a period of many years. I was raised in a home in Oak Harbor and have dealt with the noise of aircraft my entire life. Being allowed my own personal freedoms because of the safety provided by operations at NAS Whidbey is something I don't take for granted and I realize there are some sacrifices that must be made by civilians and military personnel to be granted those freedoms.

As an adult, I have benefitted directly from the continued operations at NAS Whidbey in my professional life. I have worked in various sales professions in Island and Skagit Counties which relied on the service members, their families and the dollars that NAS Whidbey brings to the local economy to support those businesses. I managed an automotive shop in Oak Harbor that serviced not only military families' vehicles, but also provided service to GSA Fleet vehicles. Without the NAS Whidbey presence, that employment would not have been possible.

I am now involved in Real Estate sales, which benefits entirely from the operations and continued expansion at NAS Whidbey. The resulting relocation of families to and from the Oak Harbor area because of the transition from EA-6B to EA-18G aircraft, the infrastructure improvement projects, as well as the potential addition of Expeditionary Squadrons to NAS Whidbey, allows my business to survive. I am directly connected and supportive of the continued presence and expansion of operations at both Ault Field and OLF Coupeville.

I do understand that there are additional consequences involved in adding squadrons and increasing operations. These impacts include minor (if not insignificant) environmental impacts, noise level impacts and impacts on local services such as transportation, schools and social services.

With children attending the Oak Harbor School District, I am deeply invested in providing the best possible environment for learning. The diversity offered in the Oak Harbor School District is a direct benefit from the continued presence of NAS Whidbey, but the constant transition of students is a major impact. I do believe it to be necessary for the Navy to consider the impact it has on the school district, look into the support it provides through impact aid, and make sure that the district is being supported fairly and in a timely manner financially and through educational programs to offset this impact. Through relationships with School district board members, I do know that funding from impact aid is a necessary yet increasingly burdensome issue, and the frequent transition makes learning difficult for dependents of service members.

I believe the impact on our transportation system and infrastructure to be minimal, however if the operations at NAS Whidbey were to decline, the impact would be devastating. I would like to see the Navy study the impact the personnel has when shifts change, causing masses of vehicles to be entering and leaving the base at one time. There is surely a way to offer a more staggered approach, thereby reducing the (short lived) congestion. I believe this is merely a nuisance, however it could be mitigated.

As far as noise level impacts, (which I am certain is the brunt of complaints and will be a major consideration during this EIS process), I believe there are ways this can be mitigated and done in a way that is both fair to the citizens of the area, and allows the Navy to provide the training necessary to its personnel. I hope the study will address the times and duration of training flights at both Ault Field and OLF Coupeville, so as to schedule flights to be as minimally intrusive as possible. While I certainly understand that some residents would prefer not having flights at all in Coupeville, it is not realistic to move all flights to Oak Harbor which is more heavily populated and is already experiencing a higher number of flights. Flight volumes at OLF Coupeville are far lower than they were during my childhood, and I believe they could be increased without causing any undue hardships as long as communication remains open with the community, and the timing of the flights is reasonable.

In summary, I fully support and encourage the continued presence and expansion of operations at NAS Whidbey Island. The economic prosperity of myself, my family and my hometown are directly affected. There are some minor consequences involved, but I believe they would easily be mitigated and both the US Navy and the residents of Oak Harbor and the surrounding areas can continue to be mutually beneficial.

Sincerely,

(b)(6)

Oak Harbor, WA 98277

(b)(6)

0816

December 2013

Re.: **Environmental Assessment for the Transition of Expeditionary EA-6B Prowler Squadrons to EA-18G Growler at Naval Air Station, Whidbey Island, Oak Harbor, Washington (referred to as Assessment in the following)**

Dear Sir or Madam:

We live at (b)(6) Our house is adjacent to the North Fork of the Skagit River. This location is often under the flight path of aircraft landing at Whidbey Island NAS.

We have read the Assessment and appreciate the opportunity to comment on it as we have been very concerned over the noise produced by these aircraft.

We have three comments on the Assessment:

1. The variables chosen to measure noise levels fail to address the extremely loud, peak noise emitted by aircraft as they approach the NAS. The DNL and SEL indices used in the Assessment to quantify exposure to noise inadequately capture the transient extreme noise levels to which we are exposed from overhead aircraft. The DNL and SEL indices are model-based, time-weighted averages. During most of the time period over which noise is modeled for these indices, the noise level is low and these averages therefore indicate a relatively low exposure to noise of residents under the flight path. Using DNL and SEL to measure the exposure to noise is akin to someone driving 100 miles/hour and arguing that he is not a danger to the public because his average day/night speed over the year is within the speed limit. In fact, the peak noise level on the ground, below low-altitude, jet-powered aircraft is extremely high and it could damage the health of people and animals. We suggest that the Assessment use not only indices of average noise exposures but also include indices of peak noise exposures.
2. The Assessment does not include any actual, empirical measurements of noise level. Rather, the values of the base line noise contours are estimated. Since a model is most useful when it is supported by empirical evidence, the Assessment should use measured noise levels, particularly to include peak levels, if it is to validate model-predicted noise and inform policy.
3. The Assessment should address the auditory and non-auditory effects of peak noise levels on human health across the age spectrum and also on those with elevated sensitivity. A 2013 review article in The Lancet (Basner, Babisch, et al.) summarizes that "observational and experimental studies have shown that noise exposure leads to annoyance, disturbs sleep and causes daytime sleepiness, affects patient outcome and staff performance in hospitals, increases the occurrence of hypertension and cardiovascular disease, and impairs cognitive performance in school children." The Assessment should include an estimate of an adequate margin of safety to protect residents from the adverse effects of peak sound levels that are known to cause damage. The Assessment should also include requirements for field-based measurements of peak sound level, for single aircraft and for several aircraft flying in tight formation, and approaches to and plans for mitigation of dangerous peak noise levels.

We believe that inclusion in the Assessment of peak noise level quantification, impacts to public health, and mitigation plans to protect residents would be an important and welcome addition.

Sincerely,

(b)(6)

(b)(6)

(b)(6)

0818

lopez is, WA 98261

We are fulltime LopezIsland residents, north end. When looking for a place to live, we visited the south end and found many desirable homes but decided we could not live comfortably with the jet noise (clearly a property value factor). We find it ironic that the north end is much quieter, except on cloudy days when jets fly directly overhead, just above the cloud cover. This seems blatantly dishonest and in fact an admission by the flight controllers that they don't want to be seen where they should not be. Regardless, we request that the upcoming EIS of the impacts of expanded operations include real-time (not average) noise levels and their effects on health, etc. The study should consider the time of day and use actual not approximated measurements. What will an increase in flights do to these numbers and what will the Navy do to lessen these impacts? The website for the Growler EIS states, "The Navy is committed to engaging the community throughout the EIS process." We also request the EIS Scoping Process be granted a 60-day extension to allow ALL affected communities to have input, and that a Scoping Meeting be held on Lopez Island. Sincerely, (b)(6)
Emeritus Professor Odum School of Ecology, University of Georgia Current address: (b)(6)
(b)(6) Lopez Island WA 98261 (b)(6)



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1. Name (b)(6)

2. Organization/Affiliation Coupeville Resident

3. Address (b)(6) Coupeville, WA. 98239

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

OLF Coupeville provides an invaluable training environment for our Navy pilots. The airstrip has existed longer than most residences and homes in the area. I fully support continued operations at OLF.

Please print • Additional room is provided on back

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YOUR INPUT MATTERS



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation _____

3. Address ^{(b)(6)} _____ *Coupeville, WA 98239*

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

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I have lived in the noise zone for 20 years. I have never felt like the noise from OLF ever impacted my life negatively. I understood when I bought my property that it was in the noise zone and I agreed to the conditions. I built my house according to the specifications required with extra insulation. I never noticed any difference between the Prowler or the growler. I think it would be a waste of taxpayer money to move OLF somewhere else. The infrastructure is already there. I

Please print • Additional room is provided on back *Support OLF.*

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YOUR INPUT MATTERS

0820



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation *None* _____

3. Address ^{(b)(6)} _____ *Freeland, WA 98249*

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

*I play golf at the Gallegos Golf Course.
I see deer, eagles + other animals all the time - This not about the environment but about people who moved here and don't like noise.
Please keep the PLF open and operating. It is a good thing for the community.
I would like to speak at the public comment forum.*

^{(b)(6)} _____

Please print • Additional room is provided on back

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1. Name ^{(b)(6)} _____

2. Organization/Affiliation _____

3. Address: ^{(b)(6)} _____, Coupeville WA 98235

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

As someone who moved to Coupeville knowing that there was an operational naval air base down the street I don't find OLF to pose any threat or problem. I knew what I was signing up for and really enjoy watching the planes do "touch-and-gos." I find it to be a real disappointment that folks who have most likely made the same decision have raised such a concern over it. I recognize it's the right of any minority group to have their voice heard I simply feel the base should carry on with business as usual. I feel also that it's hard to believe the noise causes that big of a problem.

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1. Name ^{(b)(6)} _____

2. Organization/Affiliation _____

3. Address ^{(b)(6)} _____ *OH, WA 98277*

4. E-mail *see attached* _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

see attached

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YOUR INPUT MATTERS

0823

Central Whidbey Survey regarding OLF

1. Name
(b)(6) – Retired, Coupeville Middle/High School Secretary

2. Physical Address
(b)(6)

*Please keep my name/
address private.*

3. Mailing Address
Same

4. Email Address
(b)(6)

*Yes, I would like to
receive a CD of the Draft
EIS when available.*

5. Phone
(b)(6)

6. How long have you been at this location?
22 years

7. Did you sign a disclosure form when you purchased your home?
YES!

8. When was your home built?
1988

9. If you have been at this location for more than 2 years, please let us know what is different about the flight activities at OLF now compared to 2 or more years ago.

I have noted nothing different from 21 years ago to now. The planes fly over some days more often than on other days. We enjoy the flyovers and get a kick out of the jet noise.

10. What is the impact on you or your family, personally?
Other than the thrill and enjoyment of the jets flying over our home, none.

11. Do you operate a commercial activity at this location?
NO

12. If so, please describe any impact to your commercial activity.
NA

13. What operational changes would you like to see to address the impact?

My view is that as long as aircraft conducting FCLP's at either Ault Field or OLF maintain their flight pattern discipline and the FCLP scheduling equitably distributes between the two, no operational changes would be warranted or feasible.

14. Have you kept a log of db readings or flight activity at your home? If so are you willing to share it?

I have no reason to keep a log. While I live in Oak Harbor, Prowlers and Growlers do fly over my home; fly over where I walk; fly over where I shop. None of this is distressing. I want those flyers to be as good as they can be; to do their dangerous job well; to come home safely to their spouses, their children, their parents, their grandparents. I want that...no question about it!

The noise is no effort to deal with. Neither my husband nor I, nor our son and daughter-in-law when staying at our home, have felt the noise from those jets affected our health, hearing, nor caused mental anguish. This includes flyovers while driving along SR 20 or Ault Field Rd during the day and night.

15. Have you called to place a complaint about flights? **NO!!**

16. Please describe your experience.

NA

17. Anything else?

My family moved to and purchased a home in Oak Harbor in 1991. Buying on this island includes signing the disclosure form regarding the AICUZ. I found the reasons for the AICUZ document were clear. I understood and supported its intent then and now. My family made a choice to live on this beautiful island.

If someone complains that they were not told about the jet noise nor saw or signed a disclosure form, then they have a complaint that should be taken to their real estate broker. And if "caught by surprise" at the noise after moving into a home near OLF, my feeling is they didn't do due diligence before buying.

There has been a remarkably strong partnership between the City of Oak Harbor, Island County, and the dominant economic source and support on this island of NASWI.

Very disturbing to me are the individuals demanding that OLF close. *They* made a cognizant and deliberate decision to live where they do fully knowing about, as well as *signing* a disclosure that carefully states the issues of, jet noise.

Now, because THEY live where they do, the OLF, and possibly the NAS itself, has to go away. Entirely disingenuous of them. Their self-interest is obvious. Their plan is apparent. Central Whidbey residents depend upon businesses in Oak Harbor for sustenance and in many cases, jobs. Now there are individuals who would sacrifice the healthy economy and services that the presence of the Navy, and yes, the OLF, have provided for 70 plus years. Sacrifice it for many, many people who live in Island County who also made the choice, who live with the sounds of jets flying, and who support those Navy aviators training as often and as much as possible for their safety and security as well as ours.

Please stay aware that it is not just those “not-in-my-backyard” individuals who should matter in this issue. Please stay aware that the men and women stationed at NASWI have been a core of our community in so many ways for so many years...in Coupeville and Oak Harbor...many of whom volunteer in our communities, have children in our schools, are members of our churches, civic organizations and much more.

They and their families have given so much in a dangerous and difficult profession in which training requirements and deployments demand often and long family separation. And now a major source for learning how to land on a very small and moving platform – a major source for training how to save their own lives – may well be taken from them. And why? Because a dissident group of individuals who knew full well what they were getting into, have decided they don't like the choice they made. Or, cunningly, because of property owners' avariciously monetary and focused plan whereby they can develop their property for elevated values and to make a mint if OLF permanently closes.

Thank you for the opportunity to voice my opinions as well as my concerns...concerns that are probably different from what was expected in the current anti-OLF frenzy. Simply put, this is not just a “Central Whidbey” issue. This affects and will have effects on all residents of Island County for many years to come.

Now, because THEY live where they do, the OLF, and possibly the NAS itself, has to go away. Entirely disingenuous of them. Their self-interest is obvious. Their plan is apparent. Central Whidbey residents depend upon businesses in Oak Harbor for sustenance and in many cases, jobs. Now there are individuals who would sacrifice the healthy economy and services that the presence of the Navy, and yes, the OLF, have provided for 70 plus years. Sacrifice it for many, many people who live in Island County who also made the choice, who live with the sounds of jets flying, and who support those Navy aviators training as often and as much as possible for their safety and security as well as ours.

Please stay aware that it is not just those “not-in-my-backyard” individuals who should matter in this issue. Please stay aware that the men and women stationed at NASWI have been a core of our community in so many ways for so many years...in Coupeville and Oak Harbor...many of whom volunteer in our communities, have children in our schools, are members of our churches, civic organizations and much more.

They and their families have given so much in a dangerous and difficult profession in which training requirements and deployments demand often and long family separation. And now a major source for learning how to land on a very small and moving platform – a major source for training how to save their own lives – may well be taken from them. And why? Because a dissident group of individuals who know full well what they were getting into, have decided

(b)(6)

0824

Lopez Island, WA 98261

To: Capt. (b)(6) : We live on the eastern side of Lopez Island and are very disturbed with the current amount of noise generated by the Navy's jets from Whidbey Island. The over-flight noise disrupts sleep, disrupts conversation, train of thought and ability to concentrate, and believe it or not, results in a reduced sense of well-being. After the people from Lopez complained about the noise from over-flights in the early 1990s, planes were re-directed for several years making the noise level tolerable. At that time we were promised that there would be no over-flights unless associated with emergencies. Sadly though, old flight patterns have gradually returned and the noise level steadily increased to what it is today. This is unacceptable. With the expected increase of two squadrons plus the addition of training pilots from other countries and with louder planes, these problems will be greatly exacerbated.... probably leading to three or more times the number of current flights and associated increase in noise. Am I not correct? Please extend the comment period for another 60 days because many people have been unable to comment because of the Christmas and New Year's holiday season. Thanks for your consideration, (b)(6) Lopez Island WA 98261



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1. Name ^{(b)(6)} _____
2. Organization/Affiliation US NAVY RETIRED
3. Address ^{(b)(6)} _____ COUPEVILLE, WA 98239
4. E-mail ^{(b)(6)} _____
5. Please check here if you would NOT like to be on the mailing list
6. Please check here if you would like your name/address kept private
7. Please check here if you would like to receive a CD of the Draft EIS when available

A LOT I WAS HEARING TONIGHT FROM PEOPLE AGAINST OLF
WAS CENTERED AROUND NOISE NOT SO MUCH ENVIRONMENT. WHAT
THEY WERE SAYING THEY EXAGGERATED THE AMOUNT AND LENGTH
OF TIME THE BROWLERS/GROWLERS ARE FLYING AT OLF. I BELIEVE
THERE HAS TO BE A GIVE AND TAKE, BUT TOO MANY OF THE PEOPLE
AGAINST THE FLYING DON'T WANT TO GIVE ANY, ITS ALL ABOUT THEMSELVES
I KNOW THERE IS A NEED FOR OLF AND IT NEEDS TO BE KEPT. THE
AIRCREW NEED TO KEEP UP THEIR QUALIFICATIONS FOR UNKNOWN-WORLD
CONDITIONS. THE PEOPLE THAT COMPLAIN ARE THE ONES THAT TAKE OUR
FREEDOM FOR GRANTED AND DON'T KNOW WHAT THE AIRCREWS NEED
TO HELP PROTECT OUR FREEDOM. OVER

Please print • Additional room is provided on back

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6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

YOUR INPUT MATTERS

0825

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THE TALK OF BUILDING A PARALLEL RUNWAY AT AULT FIELD,
I DON'T THINK WOULD AND I DON'T THINK IS POSSIBLE WITH
MY KNOWLEDGE OF AULT FIELD, EVERYONE THAT LIVES ON
WHIDBEY IN AN AIRFIELD AREA HAVE SIGNED A NOISE DISCLOSURE
FORM IF THEY DON'T UNDERSTAND THE NOISE INVOLVED SHOULD
ENQUIRE MORE.

I SAY BRING THE AIRCRAFT BACK TO OLF. I SUPPORT
THEM, A GOOD NUMBER OF THE PEOPLE FAR ON WHIDBEY I
THINK ARE IN SUPPORT OF THE NAVY HAVING TO FLY AT
OLF AND AULT FIELD

GO NAVY KEEP THE AIRCRAFTS TRAINED OPEN OLF

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1. Name (b)(6)

2. Organization/Affiliation Growler Noise.com

3. Address (b)(6) SW, WA

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

1st Comment

BRING THE
Noise IN 2014!

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YOUR INPUT MATTERS

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OCEAN MEET

10 THEM
GROWLERS

(b)(6)



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation PRIVATE RESIDENT

3. Address ^{(b)(6)} _____

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

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I LIVE DIRECTLY UNDER THE TURN TO FINAL WHEN LANDING AT OLF TO THE NORTH, I DO NOT FIND THE GROWLER NOISIER THAN THE PROWLER, IF IT IS? IT IS INSIGNIFICANT, PILOT TECHNIQUE (THROTTLE CONTROL IN THE PROWLER) IS MAKING A MORE IRRADIC NOISE THAN THE GROWLER, WHILE THE AIRCRAFT NOISE DOES DISTURB TV HEARING I WEAR EARPHONES. IF I AM OUTSIDE AND AIRCRAFT ARE FLYING I WEAR HEARING PROTECTION, I ALSO CAN GO RIGHT TO SLEEP WHEN NIGHT FLYING TAKES PLACE I AM NOT DEAF. GO NAVY!

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YOUR INPUT MATTERS

0827

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I SAY IF YOU DON'T LIKE IT MOVE.
NAVY WAS HERE FIRST.

0827

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1. Name (b)(6)

2. Organization/Affiliation NAVY LEAGUE - OAK HARBOR

3. Address (b)(6) Capeville, 98239

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

I support NAS Whidbey Island and the ECM Community. My home lies on the flight pattern of the OZF and I accept and welcome the operations here.

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0828



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation _____

3. Address ^{(b)(6)} _____ Oak Harbor, WA 98277

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

Very informative scoping meeting. Consider publicizing flight schedules as much as possible. If people have notice of extensive training they may be able to mitigate noise impact in their lives. Has there been any economic impact studies done regarding closing OLF? Would the Navy then consider closing NAS Whidbey Island due to losing a significant training facility? It seems to me that a lot of the people complaining fail to remember that NAS Whidbey was here long before they moved here. The idea that jets are louder than piston driven aircraft is true, but fails to account for the fact that people are not driving the same cars, using

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0829

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the same vacuums, etc. etc. that they were in the 1940's. We gathered much good information from this presentation, much of it from listening to comments by complainers. This is just one more instance of a few people wanting control (not noise or even economic, simply control), all ~~in the name~~ under the guise of doing something for the good of all.

0829

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1. Name _____

2. Organization/Affiliation _____

3. Address _____

4. E-mail _____

5. Please check here if you would NOT like to be on the mailing list

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MY COMMENT ABOUT THIS SELFISH ~~BE~~ CITIZEN IN
COUPEVILLE, IS ABOUT THEM SELF, AND DONT CARE
ABOUT THE MILITARY, THEY KNOW THAT THERE IS NAS
WHIDBEY ISLAND BASE BUT THEY STILL COME IN TO THE
ISLAND, AND BUY PROPERTI, THEY LIKE TO JOIN THE CROWD
BUT, THEY DO NOT LIKE THE MILITARY. SHAME ON THIS
~~PEO~~ PEOPLE, THAT THEY JUST CARE ABOUT THE OWL,
AND DEER'S, THAT MOST THE TIME BOTHER ME ON
THE ROAD,
BUT IF THEY DONT LIKE IT THE ONLY THING
I CAN SAY MOVED OUT, AND LIVE WITH THE MONKY AND DEER,

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1. Name (b)(6)

2. Organization/Affiliation RETIRED ENGINEER

3. Address (b)(6) COUPEVILLE WA 98239

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

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One of my concerns is the concentration of personnel and equipment at a place with extreme risk from earthquake activity. A resulting tsunami would devastate personnel and equipment.

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0831



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0832