



September 18, 2020

Olympic sound defenders,

This afternoon (it's Friday, so a fine time to issue a controversial decision), the Navy sent out its final decision on their Northwest Training and Testing plans.

The link is [here](#).

https://nwtteis.com/?utm_source=Northwest+Training+and+Testing+Supplemental+EIS%2FOEIS&utm_campaign=c7de55d257-EMAIL_FINAL_SUPP_AVAIL_2020_09_16&utm_medium=email&utm_term=0_93766bad39-c7de55d257-112170589

NPCA is doing some quick reactions to media outlets and then we'll take a closer look at all the details. However, for a place to start, look at Appendix J/Airspace Noise Analysis.

In short, the Navy does a pretty good job of highlighting the pervasive noise from their Growler jet training over and around the Olympics. Jet noise is compared to a garbage disposal flying overhead when the natural background sounds are close to a whisper or even quieter at places like the Hoh Rain Forest.

The Navy admits that while they fly out to their training area on the West End on a narrow route, they return from all across the west side, flying over most of the park. And they say their noise can travel 11-16 miles on either side of the aircraft.

Quiet Skies has been asserting that noise averaging is not appropriate. We do not hear "average" noise.

Their key strategy for obscuring the full impact of the jet noise is **averaging** the noise over time and space to even out the highs of the intrusions and the lows of

background quiet. Even then, it's a lot louder than nature; but only for a few minutes out of every average day. But Olympic National Park is not an average place, nor do people have average experiences there.

One fun read was to look at their analysis of the dilemma of loud jets descending while returning to their Whidbey base while crossing over a quickly elevating landscape. While it might get loud on top of Mount Olympus, they acknowledge, there aren't many people up there and it's only for a few minutes. No problem – on average.

Then you might turn to Volume 2/Description of Proposed Action and Alternatives. This is where they make their case that going elsewhere or flying less just doesn't work for them. But I especially liked the passage (thanks to avid reader Donna Osseward for noting this) on page 2-23 where they toss the hot potato to the FAA for creating a military airspace in an "isolated, rural area". This despite Olympic being the Northwest's most visited national park, seeing more than 3 million visitors annually throughout the year.

TO DO: take a look for yourself at the Navy's document, then drop a letter to your newspaper, social network and elected official asking the Navy to protect America's people and parks by flying elsewhere.

Soundly,

Rob Smith
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Conservation Association