

Post Office Box 202
Coupeville, Washington 98239

December 16, 2013

Admiral Bill Gortney, USN
Commander, U.S. Fleet Forces Command
Fleet Public
Affairs (N01P)
1562 Mitscher Ave., Suite 250
Norfolk, VA 23551-2487

Captain Michael Nortier,
USN Commanding Officer
Naval Air Station Whidbey Island
Oak Harbor, WA 98253

Ted Brown, EA-18G EIS Project Manager (Code EV21/SS);
NAVFAC Atlantic;
6506 Hampton Blvd;
Norfolk, VA, 23508

RE: Politics and the EIS Growler Environmental Impact Statement, Whidbey Island, WA

Dear Sirs:

On December 4, 2013 at the Navy's Environmental Impact Statement scoping meeting in Oak Harbor, Washington, Island County Commissioner Jill Johnson staged a photo op along with the Oak Harbor Chamber of Commerce and Oak Harbor's mayor. During that photo op she presented a letter on her Island County letterhead to the base commander Captain Nortier.

As citizens who Commissioner Johnson was elected to represent, we wish to make a few things clear about her letter. Most importantly, her letter was not voted upon or approved by the Board of Island County Commissioners. Neither does it represent the opinion of all or most of the citizens of Whidbey Island or Island County.

Commissioner Johnson has the right to express her personal opinion; however using her title of Commissioner and doing so on Island County Board of Commissioners' letterhead is misleading and inappropriate. It gives the false impression that her personal opinion is the opinion of the County Commission. It is not. In addition, it is telling that Johnson ignored a warning from a more-seasoned fellow commissioner who cautioned her that presenting her letter would be so misperceived.

Among other things, Commissioner Johnson's letter urges the continued use of the Coupeville Outlying Field ("OLF") for Growler operations. Actually the OLF is not even located in Johnson's district but rather in District One. You should also note that the

citizens, including the growing number of those in the undersigned organizations, do not

District One Commissioner has not voted for any such resolution in support of the continued use of the OLF for Growler operations.

Commissioner Johnson's letter references the community of Oak Harbor and, "all of Whidbey Island" when she states: "We know the planes are loud, but we accept that reality..." She has no right to make that claim. Please understand that Johnson is not speaking for many citizens in Oak Harbor and across the Whidbey Island. Many citizens, including the growing number of those in the undersigned organizations, do not now and will never **accept as a reality** the hazardous levels of noise saturating our communities from Growler operations. Johnson simply does not speak for us on this issue.

Commissioner Johnson's opinion is nothing more than the opinion of one person. Her personal opinion should be granted no more weight than any other individual's when it comes to the EIS Scoping Process. Perhaps her opinion should be given less consideration since she does not live near the OLF and consequently is not impacted by Growler operations conducted there.

In taking a stand in support of expanding Growler operations at NAS Whidbey Island before all of the program's potential impacts upon the communities' health, safety, and quality of life have been studied or identified, Commissioner Johnson has demonstrated a lack of understanding of her own communities' needs and of the responsibilities of her job as commissioner. Years of noise complaints from our communities related to Growler operations make it clear that the adverse impacts of Growler over-flights cannot be "mitigated" no matter what Johnson would like to believe in her letter.

Commissioner Johnson's actions, and those of certain other politicians and business leaders, lend credence to community concerns that the Navy's final decision on whether to continue and/or expand Growler operations on Whidbey Island will be based upon political considerations rather than upon an objective assessment of the impacts upon all of our extended communities.

We fully expect the Navy to base its final decisions on objective assessments of the known and potential impacts of proposed Growler operations. In support of that objective assessment we have submitted detailed comments and science-based studies on noise, health, and other issues relevant to the EIS process.

Thank you for this opportunity to set the record straight.

Sincerely,

Citizens of Ebey's Reserve

(b)(6)



Concerned Island Citizens

(b)(6)



cc: Congressman Rick Larson

(b)(6)

December 20, 2013

Admiral William E. Gortney, USN
Commander, U.S. Fleet Forces Command
1562 Mitscher Ave., Suite 250
Norfolk, VA 23551-2487

(b)(6)

Commanding Officer, NAS Whidbey Island
3730 North Charles Porter Ave Bldg 385
Oak Harbor, WA 98278-5000

Ted Brown, EA-18G EIS Project Manager (Code EV21/SS);
NAVFAC Atlantic
6506 Hampton Blvd
Norfolk, VA, 23508

Subj: EIS EA-18G Growler Environmental Impact Statement, Whidbey Island, WA

Dear Admiral Gortney,
Captain (b)(6)
Mr. Ted Brown,

A letter was recently circulated in Island County addressed to each of you gentlemen dated December 18, 2013 from the leadership of the anti Navy group in Island County. The letter was primarily a diatribe against current Island County Commissioner Jill Johnson, District 2, the district within which Oak Harbor and part of the Naval Air Station is located. In that letter the anti Navy authors attempt to claim Ms Johnson, the elected representative of the citizens of Island County, should receive no more attention than any other resident. We find that offensive, with their complete ignorance of our representative form of government. Their comments state an elected person does not represent the people by whom they are elected. Commissioner Johnson is elected county wide. Additionally the authors claim that Commissioner Johnson's statements that the vast majority of the community supports the Navy are incorrect. Their statements are false. This anti Navy group fails to report the typical number of annual operations at OLF Coupeville in the 80's and 90's was in the 22,000 to 26,000 range with as high as 32,000 operations but instead focuses on the fact the more current number has exceeded the EA estimated Growler operations of 6000 annual operations by a mere 20%. Estimating an annual number of operations for an EA on a new airplane plus for an unknown carrier operational commitment is problematic. The historic operational number especially during times of higher world tension is 400% greater than current operations. Also the anti Navy group declares heart health issues from a study at Heathrow airport with an annual operation of 470,000, a number 8000% greater than the operations at OLF Coupeville. This certainly is not a correct comparison that they refer to as scientific data.

The anti Navy leadership has never served a day in the military in service to their country, nor have they ever held an elected office. This fact alone may explain their many anti Navy comments over the past year or their lack of appreciation of the representative form of government. Both Al Koetje, prior Oak

Harbor Mayor 24 years, and Mac McDowell, prior Island County Commissioner 16 years, understand the representative form of government and with combined Oak Harbor resident status of over 110 years, elected office of 40 years and military service during times of conflict including pilot experience in the A-6 attest and affirm that the large majority of the residents in Oak Harbor and Island County support the Navy and its continued use of all training opportunities in the Northwest including OLF Coupeville.

Besides our statements of the community's support of the Navy and its local training mission of preparing aircrews to land on carriers the obvious proof of the community's support was the very easy collection during two weekends at one store of over 5000 petition signatures declaring Navy support and continued operation at OLF Coupeville of which you have a copy - additionally there was a separate electronic petition with over 1,600 signatures and a pro OLF Facebook site with 4,700 "likes". In comparison, the anti-Navy group is very small with only 72 "likes" on their Facebook site. At best, this anti-military group represents less than 1% of the county. The residents appreciate the service and sacrifices made by the military members and their families to the United States and to our local community in the current conflict as well as all prior conflicts starting with World War II and the peace times in between. Most residents not only do not agree with the many negative comments made by the anti Navy group but if there was some form of action appropriately available stating their displeasure with this anti group they would likely take it. We can say we certainly heard those flowery comments regarding their displeasure of the anti Navy group during our collection of the signatures.

The City of Oak Harbor and Island County have passed local codes supporting the one venue, encroachment, where local government can make a real difference to the Navy. The zoning around the air station and below the landing patterns at NAS and OLF do not allow any land sub division denser than one home per 5 acres or allow land uses that congregate large numbers of people such as child care centers or schools. The state was successfully petitioned 20 years ago to change the state building code in our county and city to require additional sound attenuation in new construction or remodels within the noise zones and for 22 years we have had a noise disclosure ordinance requiring notification of any buyer or leaser of a home located in the noise zone. The title companies also assure any buyer is aware of airplane noise on each title report. What is of particular interest is the majority of the people fully supported these more restrictive conditions when they were passed during our tenures in office.

Please accept this letter of our joint 110 plus years of being local residents, 40 years of elected office, and the years of military service to accurately reflect our knowledge of and our community's appreciation for the Navy's presence and their service. We are of the firm belief the 70 years of use of the runway at OLF Coupeville constitutes a grandfathered facility and grandfathered operation and should be allowed to continue with the number of annual operations required to meet the training needs of the Navy to successfully meet its worldwide challenges and missions, the same as it has done for 70 years. The community also welcomes the expansion of the Growler community to accommodate the new planned squadrons or any new expeditionary squadrons.

Respectfully,

(b)(6)



(b)(6)



cc

Congressman Rick Larsen



Explore, enjoy and protect the planet

December 27, 2013

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

Re: EIS to evaluate the potential environmental effects associated with ongoing and planned EA-18G Growler airfield operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF)

We appreciate the opportunity to provide comments as part of the Navy's scoping process to identify community concerns and issues to be addressed in the EIS for the EA-18G Growler Airfield Operations at the Naval Air Station on Whidbey Island. Our comments are on behalf of the 800 Sierra Club members on the North Olympic Peninsula directly affected by the extremely loud noise generated by the Navy's training exercises in the area.

Whidbey Island, where these facilities are located, is a vibrant, beautiful, and historic region that has been adversely affected by the extreme aircraft noise from the Navy's training flights. Ebey's Landing National Historic Reserve, a 24,000-acre national park of environmental, cultural, and historical significance has been particularly affected. The Reserve is an important wildlife and migratory bird habitat that is in the vicinity of an antiquated World War II landing strip, the OLF, that is used by the Navy for practice touch and go exercises.

In addition to adversely affecting wildlife, the Navy's own audit found that its jet aircraft emit noise well in excess of the normal human pain threshold. Training flights have occurred at all hours of the day and night and often continue for extended periods of time. Nearby residents experience high levels of jet noise even within their shuttered houses and visitors are unable to avail themselves of state and federal park and recreational lands during these times.

These training exercises, particularly those at the Outlying Landing Field (OLF), also occur within a populated area and present unacceptable accident hazard to residents and visitors. The OLF is an antiquated World War II runway that lacks the proper clearances for safe take offs and landings and it should be closed.

For these reasons, the Sierra Club's North Olympic Group joins with local citizens in requesting the Navy address the following concerns in the Environmental Impact Statement (EIS) being prepared for EA-18G Growler Airfield operations at the Naval Air Station on Whidbey Island:

Scope: The scope of this EIS should be expanded to include all EA-18G and EA-6B operations at the Coupeville OLF and at Ault Field as no Environmental Impact Statements have ever been completed studying the impacts from these operations on local communities and the environment. Local communities affected should include those on Whidbey Island as well as those in neighboring Skagit, Jefferson, and Clallam Counties.

Noise: Real-time high noise events experienced with each operation should be examined rather than averages which include periods when the jets do not fly. Recent tests found that maximum sound levels from Growlers using the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss." Real measuring and not computer modeling should be the test.

Health: Address the numerous peer-reviewed studies documenting the various health effects of aircraft noise, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility to jet noise; and the harm to livestock and wildlife. Studies include those by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency. The health effects of exposure to toxic jet aircraft pollution should also be studied.

Safety: Consider how flights over populated areas pose potential safety problems. Pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF.

Environment: The OLF is adjacent to Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. Ebey's Reserve supports valuable recreational, tourist, agricultural and wildlife uses. The effects of OLF flight operations (both noise and pollution) on these uses must be considered.

Property Values: Consider how the louder and more frequent use of the OLF since 2006 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 OLF has not been used for nearly six months, during which time flight training has been safely continued elsewhere, proving that the Coupeville OLF is not an essential facility. The Navy should close the outdated Coupeville OLF and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

Thank you for your attention to our concerns,

A handwritten signature in black ink that reads "Monica Fletcher, Chair". The signature is fluid and cursive, with the last name "Fletcher" being more prominent.

Monica Fletcher
Chair, North Olympic Group Sierra Club
P.O. Box 1083
Port Townsend, WA 98368



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Post Office Box 774
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Phone (360) 678-6084
Fax (360) 678-7490

December 30, 2013

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

**Re: U.S. Navy Environmental Impact Statement for the EA-18G Growler
Airfield Operations at Naval Air Station (NAS) Whidbey Island - Scoping
Comments**

Dear EA-18G Growler EIS Project Manager:

The Trust Board of Ebey's Landing National Historical Reserve appreciates the opportunity to provide the following comments as part of the scoping process to help identify issues to be studied in the Environmental Impact Statement (EIS) that will be prepared by the Navy. The Trust Board is charged with administering and managing Ebey's Landing National Historical Reserve as a unit of the National Park system (the Trust Board's mission statement is attached), consistent with the mandate of Congress (PL 95-625) and the Interlocal Agreement of July 26, 1988 between the National Park Service, Washington State Parks and Recreation Commission, Island County and the Town of Coupeville.

To that end, the Trust Board requests that the EIS address the following:

1. Potential direct and indirect impacts on the following resources within Ebey's Landing National Historical Reserve as a result of noise (intensity and frequency) ranges specific to Growler jet noise (vs. Prowler) - both directly under the flight path, immediately adjacent to and near adjacent to the flight path, and jet fuel pollution:
 - a. Cultural resources;
 - b. Historic buildings and structures ;
 - c. Natural resource impacts, including ground water and lakes, endangered flora and fauna populations (including local bald eagles);
 - d. Scenic resources, including public and private walking trails; and
 - e. Recreational resources.

This analysis should include not only noise propagation models but a focus on ground measurements of intensity and frequency (as received out of doors by playing children, working adults and historic structures directly under vs. immediately adjacent to over flights) and factor in and report measured (not presumed) altitudes of the Growlers over the same during ascent, cruising, and descent.* The analysis should also include on ground intensity and frequency measurements from multiple locations for

a number of full length touch and go training sessions at OLF, rather than non-active periods.*

2. What does this undertaking mean for a visitor's experience coming to the Ebey's Landing National Historical Reserve?
3. What does this undertaking mean for the safety and health of residents, visitors and animals living in Ebey's Landing National Historical Reserve?

Thank you for the opportunity for input and we look forward to future consultation on this issue.

Sincerely,



Lisa Meserole, Chair
Trust Board of Ebey's Landing National Historical Reserve

Cc:

Commanding Officer, Captain Michael Nortier, Naval Air Station Whidbey Island
Chip Jenkins, Deputy Regional Director, Pacific NW Region, National Park Service (NPS)

Karen Taylor-Goodrich, Superintendent, North Cascades National Park, NPS
Craig Holmquist, Operations Manager, Ebey's Landing National Historical Reserve, NPS

Kendall Campbell, CIV NAVFAC NW, PRW4
Allyson Brooks, Ph.D., State Historic Preservation Officer, Washington Department of Archaeology and Historic Preservation

Nancy Conard, Mayor, Town of Coupeville
Helen Price-Johnson, Commissioner, Island County

*Since aeronautic noise impact and assessment standards evaluation include distinctions between cruising noise, take off and climbing noise and descent and landing noise, data on each should be collected using not only acoustic modeling but on ground metering of both intensity and frequency during full (typical 4 to 6 hour) Growler flight practices at OLF and at multiple locations directly under and immediately adjacent to over flights; and include recordings taken outside and inside historic and newer homes and buildings; and at all levels of Growler altitudes during direct over lights , including real time altitude measurements as well as presumed altitudes.



The Mission of the Trust Board of Ebey's Landing National Historical Reserve is to:

- Preserve and protect, in perpetuity, the historic, natural, cultural, scenic, recreational, and community resources which are vital to Ebey's Landing National Historical Reserve;
- Foster appreciation, understanding, and enjoyment of Ebey's Landing National Historical Reserve through education and interpretation;
- Further the purposes of Ebey's Landing National Historical Reserve by Establishing and maintaining productive partnerships between federal, state and local governments, public and private organizations and individuals;
- Administer and manage Ebey's Landing National Historical Reserve as a unit of the National Park System, consistent with the mandate of Congress (PL 95-625) and the Interlocal Agreement of July 26, 1988 between the National Park Service, Washington State Parks and Recreation Commission, Island County, and the Town of Coupeville.

*Approved April 26, 1994
Reaffirmed in 2011*

December 27, 2013

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

To Whom It May Concern,

We are writing in regard to the Growler study for NAS Whidbey. I tried to use the whidbeyis.com but nothing came up.

We have lived in Oak Harbor, WA for almost 25 years. We chose to build our home within the city limits of Oak Harbor because there were greater restrictions for Navy jets to NOT fly over the city. I have noticed that there has been a definite increase of jet activity directly over the city in recent years. Former Navy pilots have confirmed this.

We are concerned about this jet activity being allowed directly over the city and about the increase in louder and more jets in the future that would then be allowed to fly directly over the city. We accept gladly the Navy presence on Whidbey but I do think the Navy should act and abide by the parameters that it has stated it would.

Sincerely,

(b)(6)

A large rectangular area of the document is redacted with a solid grey box, covering the signature and name of the sender.

(b)(6)

A smaller rectangular area of the document is redacted with a solid grey box, covering the address of the sender.

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)
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've lived by Ault Field for 27 yrs The noise is getting worse & worse Fuel dumping on my property I want real testing single event w/ real planes real trainees over & in the home's that people live in. I have been lied to by people that should know better No disclosure to me at buying. I've been hurt financially by APZ & increased pollution & noise. Forcing all these planes on this community is unfair. You're waking this island & surrounding

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

areas up to how little you the govt
& military ~~about~~ care about how we
live. Our children & family's are
at a increasing risk of various
illness. Move these planes to
a remote area for T&G ~~E~~.

You know the effects you know
you're hurting us. How you / govt, military
can continue to treat citizens
so poorly is beyond me.

For more information, please visit the project website at whidbeyeis.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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 10

1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ECOSYSTEMS,
TRIBAL AND PUBLIC
AFFAIRS

December 27, 2013

Captain M. K. Nortier, Commanding Officer
U.S. Naval Facilities Engineering Command Atlantic
Attn: Code EV21/SS
6506 Hampton Boulevard
Norfolk, Virginia 23508

Re: Notice of Intent to prepare an Environmental Impact Statement for EA-18G Growler airfield operations at Naval Air Station Whidbey Island, Washington.
EPA Region 10 Project Number 13-0030-DOD.

Dear Captain Nortier:

The U.S. Environmental Protection Agency has reviewed the Notice of Intent to prepare an Environmental Impact Statement for the EA-18G Growler airfield operations at Naval Air Station Whidbey Island, Washington. We are submitting comments in accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act. We appreciate your contacting us regarding the proposed action.

To sustain the Navy's electronic attack aircraft capabilities at NAS Whidbey Island, the Navy proposes to introduce two additional EA-18G Growler expeditionary squadrons (10 aircraft) and add three EA-18G Growler aircraft to the Fleet Replacement Squadron at Naval Air Station Whidbey Island's Ault Field and Outlying Landing Field Coupeville, for a total increase of 13 aircraft. In addition, the Navy would construct and renovate facilities at Ault Field to accommodate additional aircraft and would station up to 860 additional personnel at and relocate approximately 2,150 family members to NAS Whidbey Island and surrounding community.

The NOI indicates that the EIS will include, but not be limited to, analysis of the direct and indirect effects of the proposed action with respect to the following:

- Air quality
- Noise
- Land use
- Socioeconomics
- Natural resources
- Biological resources
- Cultural resources
- Safety and environmental hazards.

The EIS will also account for cumulative impacts from other relevant activities near the installation. We agree with the need to address the identified issues. Based on the information provided in the NOI, we offer the following additional comments to assist in identifying the scope of the NEPA analysis:

Noise and Disturbance Effects

The Military Operations Area affected by NAS Whidbey Island currently experiences noise and other flight-related disturbance to communities, which variously affects residents, visitors, schools, businesses, recreation areas and activities, natural areas and wildlife. The EIS should address the direct, indirect, and cumulative effects from additional noise and disturbance that would potentially result for both human and wildlife communities. The analysis should include but not necessarily be limited to the following:

- Identification of the geographic location and area affected by NAS Whidbey Island Military Operations.
- Any differences in intensity/severity of effects with respect to the updated and additional aircraft, including height above ground and height above sea level for all effects.
- Any new effects of military operations on previously undisturbed areas, and cumulative/increased effects (increased frequency, severity) on areas currently within Military Operations Areas.
- Effects on birds¹, including migratory birds, raptors, shorebirds, waterfowl, marine birds, ground dwelling birds, passerines, and overall effects on habitat quality/suitability for nesting, rearing, foraging, roosting, particularly within important habitat/concentration areas, such as, Wildlife Refuges, Natural Areas/Key Conservation Sites, and other important habitat, and on threatened, endangered, candidate, sensitive, and other species of concern listed by Federal or State fish and wildlife agencies.
- Effects on other terrestrial or aquatic wildlife species, including marine mammals². For affected species and habitats, disclose the area, location, and accessibility of any remaining intact habitats and refugia currently unaffected by military operations.
- Effects on children's health and safety, including effects of noise/disturbance on school and other learning environments, outdoor recreation areas, and other sensitive locales³.
- Effects on other vulnerable/disadvantaged populations, including minorities, low income, elderly, disabled, and Native American tribes.
- Effects on quality of life, recreation activities, and quietude. Churches and other community gathering environments may be affected by new or increased noise and frequency of military flights.
- Indirect and cumulative effects on sensitive human and non-human animal receptors.

Aquatic Resources and Sensitive Terrestrial Habitats

Construction of new buildings, roads, and related facilities to support the additional aircraft could potentially affect aquatic resources and sensitive terrestrial habitats. We recommend that any new facilities be located in areas that would avoid and minimize impacts to sensitive areas, such as, wetlands, streams, riparian areas, floodplains, shorelines, source water protection areas, prairies, and other high value habitats, and that disturbance and clearing of native vegetation be minimized.

¹ See additional comments below regarding birds, marine mammals, other wildlife and habitat.

² See additional comments below regarding birds, marine mammals, other wildlife and habitat.

³ E.O. 13045 on Children's Health and Safety directs that each Federal agency shall make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and shall ensure that its policies, programs, activities, and standards address these risks.

Project area aquatic resources would potentially experience varying degrees of encroachment and alteration of their hydrologic functions, and project encroachment may degrade aquatic habitat and impact species. For any impacts that cannot be avoided through siting and design, the NEPA document should describe the types, location, and estimated effectiveness of best management practices applied to minimize and mitigate impacts to aquatic resources.

The NEPA document should describe aquatic habitats in the affected environment and the environmental consequences of the proposed alternatives on these resources. Impacts to aquatic resources should be evaluated in terms of the aerial (acreage) or linear extent to be impacted and by the functions they perform.

The proposed activities may require a Clean Water Act Section 404 permit from the Army Corps of Engineers. For wetlands and other special aquatic sites, the Section 404(b)(1) guidelines establish a presumption that upland alternatives are available for non-water dependent activities. The 404(b)(1) guidelines require that impacts to aquatic resources be (1) avoided, (2) minimized, and (3) mitigated, in that sequence. The NEPA document should discuss in detail how planning efforts and alternative selection conform with Section 404(b)(1) guidelines sequencing and criteria. In other words, the Navy must show that they have avoided impacts to wetlands and other special aquatic sites to the maximum extent practicable. The NEPA document should discuss alternatives that would avoid wetlands and aquatic resource impacts from fill placement, water impoundment, construction, and other activities before proceeding to minimization/mitigation measures.

The NEPA document should identify all water bodies likely to be impacted by the project, describe the nature of the potential impacts, and identify the specific pollutants likely to impact those waters. If there are 303(d) listed water bodies in the project area, the NEPA document should also disclose information regarding the TMDLs, the water bodies to which they apply, and pollutants of concern. Provisions for antidegradation of water quality apply to water bodies where water quality standards are presently being met.

Land Use, Community, and Socioeconomic Impacts

The EIS should identify plans to accommodate the relocation of up to 860 additional personnel and approximately 2,150 family members to NAS Whidbey Island and surrounding community. The EIS should include analysis of direct, indirect, and cumulative effects of this population growth on the environmental, social, and economic condition of Whidbey Island communities and natural environment. Issues to address include, but are not limited to, effects on land use/conversions, habitats and species, water quality, drinking water supplies, air quality, travel demand, traffic, housing affordability, infrastructure and law enforcement, fire, emergency and medical needs, schools, public health and quality of life.

We recommend that the Navy consider engaging with local governments, planners, community organizations, and citizens to collaboratively plan for and facilitate compact, livable, walkable communities, low impact development and "green" construction, redevelopment/revitalization, provision of parks, non-motorized and public transportation, and maintenance of open space, rural lands and character⁴.

⁴ See EPA's Smart Growth website at <http://www.epa.gov/dced/>

Birds, Marine Mammals, other Wildlife and Habitat

All potential military activities and associated impacts should be described with respect to their potential effects on wildlife and habitat areas. The EIS should describe the current location, quality and capacity of habitat, its use by wildlife in the project area, and the potential to affect resident and migratory species. Impacts to consider include disturbance, disruption of normal and necessary behaviors, such as, nesting, foraging/feeding, resting/roosting, rearing young, social interactions, dispersal, daily and seasonal movement/migration patterns, use of available habitat, predator/prey interactions. Include the potential for direct mortality or injury due to aircraft or vehicular collisions with wildlife, or other mishap. The NEPA document should also identify means to avoid, minimize, and otherwise mitigate impacts to wildlife.

Endangered, Threatened, Candidate, Sensitive Species

Where proposed project activities could affect animal or plant species listed under the Endangered Species Act, the NEPA analysis should include the Biological Assessment and the associated USFWS or NOAA Fisheries Biological Opinion or formal concurrence, and discuss how the Navy would contribute to the recovery of listed species⁵. In addition to federally listed species, there may also be state listed species, candidate state or federal species, and other sensitive or declining species and their habitats in the project area. The NEPA document should disclose these sensitive species and habitats, and the analyses of the alternatives should explore all possible measures to avoid and minimize disturbance or harm to them.

The NEPA analysis should also demonstrate compliance with the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, the Marine Mammal Protection Act, and address impacts to any other species of concern identified by federal or state fish and wildlife agencies.

Invasive Species

Ground disturbing activities from project construction could cause or exacerbate the spread of noxious weeds. In compliance with NEPA and with Executive Order 13112, analysis and disclosure of these actions and their effects, as well as any mitigation to prevent or control such outbreaks, should be included in the NEPA document. We recommend that disturbed areas be revegetated using native species, and that there be ongoing maintenance to prevent establishment of invasives in areas disturbed by project activities, using nonchemical means to the greatest extent possible.

Climate Change

Changing climatic conditions should be taken into account as the NEPA document is being developed. In particular, we recommend including analyses of potential impacts of changing climate on the project, and the project's potential to contribute to or reduce climate change impacts through direct and indirect effects, adaptation, and mitigation.

Cumulative and Indirect Effects

The environmental analysis should consider the effects of the proposed action when added to other past, present and reasonably foreseeable future actions within and outside the project area. Cumulative impacts can result from individually minor, but collectively significant actions taking place over time. For example, the proposed action may have the potential to contribute to cumulative impacts to seabirds

⁵ Endangered Species Act, Sec. 2(c)(1)

that are already stressed by human disturbance, aircraft flying too low over nesting birds, predation, diminished habitat, climate change, and that are at risk from oil spills.

The EPA has issued guidance on how we are to provide comments on the assessment of cumulative impacts in *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*, which can be found online at: <http://www.epa.gov/compliance/resources/policies/nepa/cumulative.pdf>. This guidance includes five key areas of focus when assessing cumulative effects:

- Identify resources, if any, that are being cumulatively affected;
- Determine the appropriate geographic (within natural ecological boundaries) area and the time period over which the effects have occurred and would occur;
- Look at all past, present, and reasonably foreseeable future actions that have affected, are affecting, or would affect resources of concern;
- Describe a benchmark or baseline;
- Include scientifically defensible threshold levels.

Indirect effects, which must also be analyzed in the NEPA document, are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include additional development or other activity inducing effects and other effects related to induced changes in the pattern of land use, road systems and access, number and frequency of human visits/uses, and related effects on air and water and other natural systems, including ecosystems (40 CFR Part 1508.8).

Air Quality, Air Toxics

The NEPA analysis should quantify the direct, indirect, and cumulative increases in air pollutant emissions from the operation and maintenance of the additional aircraft and supporting equipment, vehicles, and facilities. The potential effects from air pollutants, including air toxics, to NAS personnel, ground crews, nearby residents, businesses, and any sensitive receptor locations, such as, schools, medical facilities, senior centers and residences, daycare centers, outdoor recreation areas should be identified.

Air quality effects of project construction can also be substantial. Air toxics emissions, particularly diesel exhaust, are known or suspected to cause cancer or other serious health effects. For examples of construction mitigation measures to reduce human health risks from exposure to toxic air emissions, visit the Clean Construction USA website at <http://www.epa.gov/otaq/diesel/construction>.

Public Participation and Environmental Justice

The NEPA process should effectively engage the public in dialogue about the proposed project and its potential environmental, social, historical, cultural, and economic impacts – both positive and negative. In compliance with NEPA and with the Executive Order 12898 on Environmental Justice, actions should be taken to conduct adequate public outreach and participation that ensures the public and Native American tribes truly understand the possible impacts to their communities and trust resources. Minority and/or low income communities and tribes must be effectively informed, heard, and responded to regarding the project impacts and issues affecting their communities and natural and cultural resources. The information gathered from the public participation process and how this information is factored into decision-making should be disclosed in the NEPA document.

The EPA requests the following information from lead agencies, at a minimum, when reviewing NEPA documents to determine the adequacy of analysis:

- Describe the efforts that have/will be taken to inform the communities about the impacts of the project and to ensure “meaningful public participation” by the potentially affected communities/individuals.
- Identify low income and minority communities in the impact area(s) of the project.
- Disclose in the NEPA document what was heard from the community about the project during the public participation sessions by listing the impacts identified by the project proponent and the communities (perceived and real).
- Address whether these impacts are likely to occur and to whom, and evaluate all impacts for their potential to disproportionately impact low income and/or minority communities.
- Describe how what was heard from the public was/will be incorporated into the decisions made about the project (such as, the development of alternatives or choice of alternatives).
- Propose mitigation for the impacts that will or are likely to occur.

Public health and safety impacts and other impacts of concern to the public should be analyzed and disclosed in the NEPA document. The potential for disproportionate impacts and need for special consideration should extend to any vulnerable population, including the elderly, disabled, and children, as well as low income and minorities.

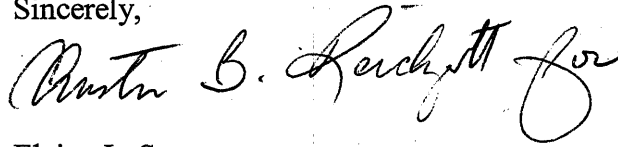
Tribal Consultation

Government-to-government consultation with Indian tribal governments is required in accordance with Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, and other directives. In accord with federal tribal trust responsibilities, special attention should be paid to environmental impacts on resources held in trust or treaty resources. Among the issues that may be of concern to the Tribes include:

- Reservation lands;
- Formally identified trust and treaty resources;
- Grave and burial sites;
- Off-reservation sacred sites;
- Traditional cultural properties or landscapes;
- Hunting, fishing, and gathering areas (including impacts to ecosystems that support animals and plants that are or once were part of the Tribes’ and tribal descendants’ traditional resource areas);
- Access to traditional and current hunting, fishing, and gathering areas and species;
- Changes in hydrology or ecological composition of springs, seeps, wetlands and streams, that could be considered sacred or have traditional resource use associations;
- Water quality in streams, springs, wetlands and aquifers;
- Travel routes that were historically used, and travel routes that may be currently used;
- Historic properties and other cultural resources.

We appreciate the opportunity to provide comments during the scoping process. If you have questions or need more information, please contact me at (206)553-2966 or via electronic mail at somers.elaine@epa.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elaine L. Somers", followed by a large, stylized flourish.

Elaine L. Somers
Environmental Review and Sediment Management Unit

EA-18G Growler EIS Project Manager

Naval Facilities Engineering Command Atlantic

6506 Hampton Boulevard

Norfolk, VA 23508

Attn: Code EV21/SS

Dear Sir,

As the owner of a property outside Coupeville I must protest at the changes that have started to be made and are being proposed. An unfortunate situation has arisen whereby much of the population in the noise affected area were not aware of either the existence or the extent of the noise zone. And even those who did see a noise disclosure were probably unaware what it meant. I very much doubt if the reader can calculate the LDN noise figure from the series of noise events. Which would mean that you don't understand the impact any more than those affected.

What is clear is that the Growler is subjectively very much more noisy than the previous aircraft, and there do not appear to have been any live studies of the actual noise profiles from such aircraft. Desktop studies are all well and good as a first guess. Of course the proposed activity level is also much increased.

The increase in noise and the proposed increase in training flights to the Outlying field (OLF) will be devastating to the community. There are residential communities at either end of the runways in the flight contour, and the center of Island County Government, the Hospital and Schools. It also seems strange that Island County would locate their Emergency Management center in what is a crash zone, if they were indeed aware of the risk.

So it seems that between the Navy and the Island County there has been a lack of communication that while the Navy recommends, I now find, that zones 2 and 3 are not suitable for residential housing, Island county zones then as residential including some high density areas. What will happen if the Navy continues with the vastly increased noise is that the affluent will leave the area, property prices will fall leaving the old and poor. This is typical when an area is blighted and results in disintegration and degradation of communities. I realize that there is a legitimate need for a training facility, but because of past events and the lack of communication from the Navy and Island County to the residents and landowners the OLF is not suitable for that need. Given that the Growler is the chosen aircraft, and that its successors will most likely be even noisier some change is needed. Either the Navy need provide another facility or purchase the property in the locality of the OLF at past market rate and allow the recommended non-residential zone

It is very difficult to see how a community could exist where noise events of 120 to 130 dBA could occur frequently. The health impacts must already be known to you. Imagine, if you can, what happens if you cannot cover your ears because say you are lifting something, up a ladder, riding a bicycle. At the likely noise peaks involuntary actions occur to protect oneself because the body knows that it will be hurt otherwise.

Again, I would suggest that the OLF needs to be closed, or the residents bought out.

(b)(6)

(b)(6)

MALCOLM & ANNE MARTEN
8015 112 1000 CIRCLE
VANCOUVER, WA 98002





Don Hoch
Director

STATE OF WASHINGTON
WASHINGTON STATE PARKS AND RECREATION COMMISSION

1111 Israel Road SW • P.O. Box 42650 • Olympia, WA 98504-2650 • (360) 902-8500
Washington Telecommunication Relay Service at (800) 833-6388
www.parks.wa.gov

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 economy¹.

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

¹ Estimate based on a 2002 economic study conducted by Dean Runyan Associates titled "Economic Impacts of Visitors to Washington State Parks."

- 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/>.

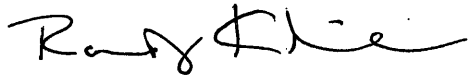
State Parks requests that the following potential impacts to recreation be addressed through the Draft EIS review process:

- 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

December 27, 2013

EA-18G Growler EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508

Attn: Code EV21/SS

My request is to reduce the frequency and duration of touch and go practice, and to monitor the execution of those flights for compliance (the planes circle way too low over my home) or to move them to a more suitable location.

When we bought our property (1.5 miles from the landing field), we were informed that flights happened maybe 2 or 3 times a week and for 2-3 hours daily. We were relocating from a small town along the BNSF tracks and Interstate 40 – a major trucking route; we thought the flights would be less intrusive than the constant drone of the freeway and a train every 20 minutes. The noise **was** less of an inconvenience – until the past two years when the number of flights and duration of practice sessions increased.

When planes circle high above us, the noise is unpleasant – but tolerable –if limited to 2-3 hours, and not every day. However, what has occurred more and more frequently, is low flights—very close to the tree tops –200-250 feet altitude. This seems unnecessary and unsafe at a location so far from the field itself. Initially I interpreted this as pilots getting a kick out of buzzing our homes, but it happens more and more frequently, so either these low altitudes are Navy authorized, or no one is enforcing the code.

If the Navy can resume flights at a more reasonable frequency, duration, and altitude, I'll be inconvenienced, but will consider it a fair sacrifice for our troops. However, if flights continue for 3 or more days weekly, for 3 or more hours every day, and lower than 500 ft over my home, that is unacceptable. Planes that produce greater levels of noise are absolutely unacceptable over an inhabited area.

The crux of the problem is increased habitation coinciding with increased need for practice. They are not compatible. Though OLF has historically served pilots at Whidbey, it is no longer safe or compatible with a growing community. In the long run, everyone will be better served if the Navy finds a more remote area for pilot practice.

Respectfully

(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) COUPEVILLE 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 *not necessary sp*
7. Please check here ☐ if you would like to receive a CD of the Draft EIS when available

*Health
Impacts*

*These ^{new} jets are much louder than the Prowlers.
The sounds go right through you me.
I have to pretty much stop what I'm doing,
such as: speaking on the phone and any
work because I can't think well. Especially
when they are continuing on for a while.
In addition, they often are flying late
hours: 10pm til 1am (I longer sometimes).
I either can't go to sleep or if I have,
they ^{wake} me up & I'm not able to go back
to sleep. All of these effects increase anxiety,*

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

If I cant sleep, tension & nervousness & anger & frustration. Then medication is necessary, and my ability to function the next day is lessened and physically ill.

I know they ~~says~~ said at the meeting that the decibels were about the same. However, after reading the booklet, it had stated that the sound is at a lower frequency. I'm able to hear better at these levels while my dog can hear extremely well at higher frequencies. That rumbling intensifies the effects. Also they are flying at 600' at OLF instead of the 1000' over at NAS. It causes so much distress that I get tense & feel dread the moment I first hear them. I believe I have become more irritable according to friends.

I know there is research to support my experiences physically & psychologically.

You're (NAVY) planning on bringing in more squadrons, therefore more flights. ~~just~~ the thought unnerves me.

Please, finding another location is the best answer. Secondary solutions: Re-design/Engineers to muffle the Growlers & don't bring anymore, and bring back the Prowlers. I live in the town of Coupeville near OLF.

(b)(6)

PS. My mother said she never received a disclosure to sign when she bought her property in 1994, and there was nothing in her files & she saved everything.

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.al-GRA-10/15/13



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 O.I.C.
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

GENTLEMEN /SIRS:

I AM CONCERNED ABOUT THE ARRIVAL OF MORE F-18s TO WHIDBEY ISLAND. I MOVED HERE IN 1978 BECAUSE OF THE BEAUTY OF THE AREA. IT SEEMED A PERFECT PLACE TO RAISE MY FAMILY.

WHEN A FRIEND ASKED "WHAT THE HELL WAS THAT?" WHEN HE HEARD AN F-18 FLY OVER WHILE GETTING SOME BROCCOLI FROM MY GARDEN 2 YEARS AGO, I WAS REMIND-ED OF THE FIRST TIME I HEARD ONE FLY OVER MY SON'S NEW HOME ON ADMIRAL'S DRIVE IN ADMIRAL'S COVE SOUTH OF COPEVILLE.

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

IMAGINE MY ALARM AFTER SPENDING 3 MOS. HELPING HIM BUILD IT. MY GRANDCHILDREN WERE GOING TO LIVE THERE!!

THE NOISE FROM THESE PLANES IS A CONSTANT REMINDER OF THE PRESENCE OF THE WORLD'S MOST POWERFUL MILITARY. BUT THE NOISE IS JUST A SYMPTOM OF AN, UNTIL RECENTLY IGNORED DANGER, THE RUINATION OF OUR LIVING ENVIRONMENT OUR HOME, ONLY HOME, THE EARTH. THE BURNING OF BILLIONS OF BARRELS OF FOSSIL FUELS TO "KEEP US SAFE" IS A FARCE AND A SHAM. 97% OF CLIMATE SCIENTISTS BELIEVE CARBON LEVELS IN OUR ATMOSPHERE ARE DANGEROUSLY HIGH, AS CHILDHOOD ASTHMA IS PROBABLY PROOF, YET WE BUILD LARGER FLEETS OF THESE FUEL GLUTTON PLANES AS WELL AS SHIPS AND MIRIADS OF OTHER CARBON EMITTING IMPLUENTS OF WAR. I BELIEVE THIS IS A BAD EXAMPLE TO OUR CHILDREN AND THE WORLD, WHO USED TO LOOK TO US AS A BEACON OF HOPE FOR THE FUTURE OF THE WORLD.

SHAME ON YOU! SHAME ON US FOR BEING SO SHORT SIGHTED!

DWIGHT EISENHOWER WARNED US THIS COULD HAPPEN, AND HERE WE AND MUCH OF THIS WORLD ARE, RULED BY A MILITARY THAT TAKES OVER 60% OF OUR TAXES TO PERPETUATE WAR AND ITS ABUSES ON FUTURE GENERATIONS.

PEACE OUT BROTHER!

For more information, please visit the project website at whidbeyeis.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

(b)(6)

December 19, 2013

EA-18G Growler EIS Project Manager
Naval Facilities Engineering Command Atlantis
6506 Hampton Boulevard
Norfolk, VA 23508

Attn: EV21/SS (like P-8A SEIS Project Manager)

RE: SEIS to evaluate the potential environmental effects associated with ongoing and planned EA-18G Growler airfield operations at NAS Whidbey Island's Outlying Landing Field (OLF)

NOISE

In 2005 the Navy issued an Environmental Assessment, the 2005 EA, claiming the new 18G Growler airplanes would be quieter than the Prowlers they would be replacing. This was untrue. Such an error is astonishing and indefensible.

A report by the Naval Audit Service in 2008 states that an EA-18G emits a maximum of 150 dBs "which is well above the noise level considered hazardous to hearing". It also refers to a DOD Instruction 6055.12 that states "at a noise level of 150 dB, the maximum daily exposure time with current technology hearing protection worn correctly is only 8.9 seconds before permanent hearing loss occurs". Imagine the impact of having these planes circling very low over your home for three passes and the residents not wearing hearing protection. The noise is indeed painful and sends us running to the garage for ear protectors. An added problem is that the touch-and-go flights began to circle much lower over our house with little clearance over the tallest trees. I cannot imagine a family letting children play outside or the local schools sending students out for recess without constant vigilance as to whether the planes are coming.

The 2005 EA also stated they would be flying fewer operations at OLF; this was also untrue.

The total yearly OLF flights have increased from 3,230 in 2010 to 9,830 in 2011 to 13,383 in 2012, an increase of 314%. We have lived outside Coupeville since 2001 and were never really bothered with the OLF flights, except those late at night, until 2 or 3 years ago. In 2012 the noise was almost unbearable and prevented us from enjoying being outdoors on many days. Citing an 'average noise decibel' level is meaningless; it is the immediate impact that is painful and damaging to our ears. Also there is no rationale for conducting flights at 1 am; if pilots need to train in the dark, they can do so before 10:30.

OLF SUITABILITY

NASWI is located in and near Oak Harbor, which considers itself a 'Navy town'; most of the naval personnel live there, and all perks of being Navy are centered there. Coupeville is semi-rural and has no real connection to the Navy except for OLF; this small town is adjacent to the Ebey's Landing National Historic Reserve which is a major draw for nature-loving tourists. Like the spectacular and very popular Deception Pass State Park north of Ault Field, the attractiveness of this area is seriously diminished by aircraft noise.

NASWI Oak Harbor owns many, many acres of property there and has adapted the area during the decades to changes in how the Navy has used it. Its Ault Field has 2 runways that are 8,000' long, satisfying the minimum standard of 6,000' needed for post WWII Naval aircraft.

The OLF near Coupeville has been called an "antiquated World War II runway that lacks the proper clearances for safe take offs and landings". Its 5400' runway is shorter than that minimum 6000' required for safety. I understand that APZ Clear zones are also questionable for the OLF; there are many residences and a newly constructed, large Transit District within its crash zone.

If the Navy's official air field cannot support the number of current flights on site, excess training flights should be relocated to a different site with the proper dimensions and environment.

NASWI CO-OPERATION

Not only was the 2005 EA misleading and factually erroneous, there is scant evidence that NAS wants to co-operate and be a good neighbor to Whidbey Islanders. A favorite response has been to accuse questioners as being unpatriotic, which is untrue and insulting. To continue increasing the number of airplanes and flights and, additionally, to train foreign pilots here (for Boeing?), is to ignore the community's discontent and growing opposition.

This is not a new issue. We've learned that the Navy and a local group titled 'WISE' (Whidbey Islanders for a Sound Environment) agreed on some constraints in the late 1980's as to number and timing of flights at OLF. Specifically, training flights would go no later than 10:30 pm, would not last more than two days in a row, and would not occur on weekends. What happened to that agreement and spirit of co-operation?

SUMMARY

Many of us would be quite content to have OLF usage revert to those guidelines as far as flights, but these harmful noise levels are unacceptable and indefensible. NASWI should be concerned with an HIA, Health Impact Assessment, as well as an EIS.

Thank you for your attention.

Sincerely,

(b)(6)



(b)(6)

November 20, 2013

Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508

Attn: EV21/CZ (P-8A SEIS Project Manager)

RE: Draft SEIS for the Introduction of P-8 Multi-Mission Maritime Aircraft into the US Navy Fleet, Whidbey NAS

I believe that the document is grossly deficient and requires rewriting. The current document is inadequate for the purpose of making an informed decision. The FONSI's summarized in Table ES-6 of the Draft SEIS related to noise and air emissions are completely unsupported.

- 1) While the Draft SEIS makes the statement that increasing the number of aircraft at NAS Whidbey will not affect operations at OLF, but there is no substantiating documentation. What is the baseline for OLF? If Ault Field is seeing a reduction in the number of flight operations due to the change from P-3C aircraft to P-8A aircraft why would it not be reasonable to have Ault Field handle more EA-18G training missions, given the inadequacy of OLF?
- 2) Since it is recognized by the Department of the Navy that the P-8A is louder than the aircraft that it is replacing, the analysis is not complete. Having a baseline noise measurement at a 1000 foot altitude ignores the fact that the greater noise levels are being generated closer to the ground and are, thus, more dangerous. Also the Navy's use of a 24 hour average for noise is completely inadequate as it ignores the danger posed by single event noise bursts.
- 3) There are sensitive uses within unacceptably high noise contours. The fact that there are going to be fewer operations does not alter the fact that these sensitive uses are already being subjected to unacceptably high noise levels and having louder aircraft exacerbates this problem. What mitigation is the Department of the Navy proposing?
- 4) Deception Pass State Park is Washington's most visited state park, with over 2 million visits a year. The State has to put a notice on its web site warning potential visitors that they may be subjected to jet noise emanating from NAS Whidbey. With louder aircraft coming on line this will further degrade the experience of visitors to the park, yet the SEIS offers no alternatives or mitigation efforts.
- 5) There is no discussion fuel dumping in the SEIS. There should be an analysis of when, where and how much fuel is dumped and the impact of that dumping on public health and on the environment. Of particular concern is the dumping of fuel on farmland or on sensitive wetlands.
- 6) The calculations related to air emissions do not take into account the dangers posed by leaded fuel. Lead was legislated out of the domestic fuel supply decades ago, but it is still present in jet fuel. There needs to be a calculation of the impact of continuing to use leaded jet fuel on public health and on the environment.
- 7) The projected construction cost of Alternative #1 exceeds \$111 million and Alternative #2 is projected to cost over \$180 million. These costs appear unreasonable in light of the work being outlined in the SEIS.

The US Department of the Navy needs to rework and reissue the Draft SEIS. The inadequate analysis contained in the current document does not provide a sufficient basis for the making of an informed decision by the Secretary of the Navy.

Sincerely,

(b)(6)

A large rectangular area of the document is redacted with a solid grey fill, obscuring the signature and any text that might have followed the closing.



Public Meeting Comment Form

Thank you for attending the public meeting on the *Draft SEIS for the Introduction of the P-8A into the U.S. Navy Fleet*. 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.mmaseis.com*; or (4) *Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/CZ*. All comments submitted on the Draft SEIS by December 2, 2013, will become part of the public record and will be addressed in the Final SEIS.

- 1217
1. Name (b)(6)
 2. Organization/Affiliation CITIZENS OF EBEL'S RESERVE
 3. Address (b)(6) CPVL 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 Final SEIS when available

I LIVE AND WORK NEAR THE COUPEVILLE OLF. EA-18G~~s~~
FLIGHT OPERATIONS AT THE OLF & AT ADLT FIELD
ARE INCOMPATIBLE WITH THE RESIDENTIAL NATURE
OF WHIDBEY ISLAND. WE BELIEVE THAT NAS
WHIDBEY ISLAND SHOULD BE USED TO BASE THE
P-8As (WHICH IS A MUCH MORE PEOPLE FRIENDLY
AIRCRAFT) AND ALL EA-18Gs SHOULD BE MOVED
OFF OF WHIDBEY ISLAND FOR AN UNPOPULATED
AREA.

Please print • Additional room is provided on back

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6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/CZ

YOUR INPUT MATTERS



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1. Name (b)(6)
2. Organization/Affiliation (b)(6)
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 Final SEIS when available

I strongly support Navy's use of
OEF Couperville.
Our flyers deserve quality training.

EA-18G EIS

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- 1219
1. Name (b)(6)
 2. Organization/Affiliation
 3. Address (b)(6) OH 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 Final SEIS when available

Re: EF18G - Fly training flights (touch + go's)
at a new location in Yakima WA.
Or ~~over~~ fly them off of Smith Island (W of Ankt Field)
in the

(b)(6)

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- 1220
1. Name (b)(6)
 2. Organization/Affiliation
 3. Address (b)(6) Cooperville
 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 Final SEIS when available

PLEASE COME TO OUR HOUSE WHEN THE
EIS IS OUT FOR THE OPEN & LISTEN, I WILL
SURELY WING & READ. JUST COME & LISTEN
THAN TALK ME ITS NOT HARD
YOU WILL HAVE TO WAIT TILL THEY ARE
GONE SO I CAN HEAR YOU THROUGH

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- 1221
1. Name (b)(6)
 2. Organization/Affiliation *Resident*
 3. Address (b)(6) *Oak Harbor 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 Final SEIS when available

I offer my parcel for real world sound level measurements so comparison can be made to Navy's computer sound studies. (and please make the results available to the public.)

I opposed the Navy's use of simulators for the P-8A. Please do similar for Growlers. It saves fuel, noise, maintenance, and money. The existing simulators are video games.

I'd like to know about fuel dumping - how often? Impact on hydrocarbons in my area (Cherry Unit 10).

I'd like to see less flights over residential area, more over water - it's safer, less noise.

I'd like to see tracings of actual flights, altitude, aircraft to

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(over)

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YOUR INPUT MATTERS

compare to hypothetical flight patterns.

I'd like to see an independent study of the Navy's impact on property value. RCW 84.40.039 is not followed by the Island County Assessor.

I feel that my calls w/ noise complaints, and my suggestions fall on deaf ears. Transparency of flight patterns, noise, pollution would help.

How does fuel consumed & dropped by the Navy contribute to air pollution compared to automotive pollution?

Can submarine surveillance be more economically monitored by satellite? If additional technology is required to accomplish that, what is being done to develop that technology.

Please - we are neighbors. I'm willing to compromise, but I need to see the Navy doing the best they can to be considerate of the residents.

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

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1. Name

(b)(6)

2. Organization/Affiliation

(b)(6)

3. Address

Oak Harbor WA
90277

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 Final SEIS when available

Heron &
Swans

There used to be a
Heron Roostery on our

property & there used to be swans on our
wetlands. We are only about
a mile (S) of NAS Whidbey.

The planes fly over the wetlands -- I
sometimes see what looks like fuel
on top of the water.

You talk to US Fish & Wildlife -> what

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YOUR INPUT MATTERS

About The State authority?

I am concerned about groundwater as myself and my neighbors have wells.

What kind of "paving" or "concrete" will be used? Is any permeable? Will fuel, oils, etc go into the groundwater? I understand there is some plans for stormwater. Is it enough?

Page 21 Draft SEIS Sept 2013 Mitigation
Page 14 stormwater discharges

Historic farms.

I AM MAINLY CONCERNED ABOUT NOISE!
The 186 make my windows "move" as they also rattle decorative plates on the walls on the inside of my house. Horses run in the pasture trying to outrun an unknown noise -- noise that is much worse than the E10s.

So, that said, the P-8 may be a lot louder than the P3. These folks quite say 1 db difference → I find that hard to believe. Is that on AVERAGE?

Wetlands →

Please have The NAVY QUIT USING
WELL WATER FOR WATERING
THE GOLF COURSE!!

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

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1. Name (b)(6)

2. Organization/Affiliation

3. Address (b)(6) Oak Harbor Wa 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 Final SEIS when available

Lived in a Sound Zone (2) for 25 yrs
Its getting so I can't play
anything I work outside. The quality
of my life is very negatively affected.
The F18 are horrible 89dba in
my bedroom 3 days ago. No sleep my
grandchild calls them the bad
planes I believe my health is
hurt by noise pollution Property values
down taxes up. The health for
childrens is a total shame on you
momemt.

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YOUR INPUT MATTERS

Coupeville, WA 98239

Attn: EV21/CZ (P-8A SEIS Project Manager) RE: Draft SEIS for the Introduction of P-8 Multi-Mission Maritime Aircraft into the US Navy Fleet, Whidbey NAS I believe that the document is grossly deficient and requires rewriting. The current document is inadequate for the purpose of making an informed decision. The FONSI's summarized in Table ES-6 of the Draft SEIS related to noise and air emissions are completely unsupported. While the Draft SEIS makes the statement that increasing the number of aircraft at NAS Whidbey will not affect operations at OLF, but there is no substantiating documentation. What is the baseline for OLF? If Ault Field is seeing a reduction in the number of flight operations due to the change from P-3C aircraft to P-8A aircraft why would it not be reasonable to have Ault Field handle more EA-18G training missions, given the inadequacy of OLF? Since it is recognized by the Department of the Navy that the P-8A is louder than the aircraft that it is replacing, the analysis is not complete. Having a baseline noise measurement at a 1000 foot altitude ignores the fact that the greater noise levels are being generated closer to the ground and are, thus, more dangerous. Also the Navy's use of a 24 hour average for noise is completely inadequate as it ignores the danger posed by single event noise bursts. There are sensitive uses within unacceptably high noise contours. The fact that there are going to be fewer operations does not alter the fact that these sensitive uses are already being subjected to unacceptably high noise levels and having louder aircraft exacerbates this problem. What mitigation is the Department of the Navy proposing? Deception Pass State Park is Washington's most visited state park, with over 2 million visits a year. The State has to put a notice on its web site warning potential visitors that they may be subjected to jet noise emanating from NAS Whidbey. With louder aircraft coming on line this will further degrade the experience of visitors to the park, yet the SEIS offers no alternatives or mitigation efforts. There is no discussion fuel dumping in the SEIS. There should be an analysis of when, where and how much fuel is dumped and the impact of that dumping on public health and on the environment. Of particular concern is the dumping of fuel on farmland or on sensitive wetlands. The calculations related to air emissions do not take into account the dangers posed by leaded fuel. Lead was legislated out of the domestic fuel supply decades ago, but it is still present in jet fuel. There needs to be a calculation of the impact of continuing to use leaded jet fuel on public health and on the environment. The projected construction cost of Alternative #1 exceeds \$111 million and Alternative #2 is projected to cost over \$180 million. These costs appear unreasonable in light of the work being outlined in the SEIS. The US Department of the Navy needs to rework and reissue the Draft SEIS. The inadequate analysis contained in the current document does not provide a sufficient basis for the making of an informed decision by the Secretary of the Navy.

Coupeville, WA 98239

I am very concerned that the addition of P-8s being brought to Ault Field will result in more Growlers training at the OLF. My suggestion would be to transfer all of the P-8s to Whidbey Island and move the growlers to an unpopulated area. The Navy's job is to protect citizens, not to cause them mental and physical harm. Living directly under the touch and go path (never signed or saw the official County noise disclosure) is horrendous. We would not have bought here had we known. Even this summer, while activities at the OLF have been suspended, the constant roar of the Growlers from Oak Harbor reverberating over Penn Cove is very unpleasant. It's sad to say that we would fare better if we were enemies under the Geneva convention which prohibits subjecting enemy combatants to sustained noise and lack of sleep. We would move if we could sell our house and would be happy to sell it to the Navy fully furnished (high bluff waterfront on Penn Cove built in 2004). The Navy has literally ruined my life.

(b)(6)

1226

m

Coupeville, WA 98239

A local organization recently filed a law suit in the U.S. District Court, naming the Base Commander and requesting that the Navy prepare a detailed environmental impact statement on the transition to EA18G Growlers. The Base Commander has agreed to do this study as well as prepare an EIS on transition of expeditionary squadrons to the EA18 Growlers. The law suit contains environmental data that indicates introduction of 49 P-8 aircraft in addition to the EA18G aircraft would compromise the ability of the Growler pilots to perform night carrier landings and would cause serious injury to children, unless a new "outlying field" became accessible to the air station. Therefore, I believe that it would be a waste of time and money to conduct an EIS on introduction of the 49 P-8A aircraft, until the baseline environmental impact studies are complete. All of these aircraft types use the single runway at NAS Whidbey and interact in various ways with the OLF to produce a significant composite environmental impact. Thank you for consideration of these comments. (b)(6)

Coupeville, WA 98239

To whom it may concern: I am submitting this letter in response to the draft EIS distributed on Whidbey Island, Washington in connection with the Navy's intention to assign additional squadrons of P-8 Aircraft to NAS Whidbey. As you well know, there is an additional EIS underway relating to bringing additional squadrons of EAp18 Growlers to NAS Whidbey, and I believe it is not only deceitful, but unlawful for the environmental impact of this enormous aggregate increase in aircraft noise, pollution, population, and activity to be considered as separate environmental events, which may negate the significance of the total and very real environmental impact of the increase in both. I consider this a means to alter the true impact of these statistics. Furthermore, the Navy has misrepresented its environmental impact in previously filed EIS's. For example, in determining the number of decibels to which communities in flight paths would be exposed during touch and goes by Growlers, the Navy average the number of decibels over a 24 hour period during which there were hours when no flights, let alone touch and goes were occurring, thereby producing an average number of decibels which would not be harmful to human health. That EIS statement negated the very real fact of residents being exposed to decibel levels well in excess of 100 decibels for hours at a time, for days at a time, which even the Navy has admitted is injurious to human health. Again, this appears to me to be a deceitful way to present statistics. Humans do not experience sound ameliorated over 24 hours, rather as a single event noise burst. I have had to invest in hearing aids 2 years after moving here and have experienced negative health effects from these flights. I know the Navy spends a considerable part of their budget compensating Navy members for their hearing loss working around these more powerful jets. The Navy admitted that the P-8s are somewhat louder than the P-3Cs they are replacing, but claims that elevation in sound will be offset by fewer training flights since pilots do a great deal more training in simulators. On page 13 of the draft EIS where noise levels are charted the Navy is measuring the noise at 1000 above ground level and for the P-8 that is 95 decibels (departure) and 87 (arrival). Has the Navy even considered determining just how many homes, schools, and businesses will be subjected to noise in excess of that number of decibels as the planes are reaching and descending from 100 feet? As a former teacher for 30 years, I can attest to the impact on student health and learning. Our patients in Coupeville's hospital are also impacted as they are subjected to the same level of decibels as the schools. As for the Growlers, the noise levels at 1000 feet are even higher. When they fly over my home on Parker Road over a mile from the Outlying Field in Coupevill they do not appear to be even 200 feet above ground level during touch and goes. They have flown over my house so low that my normally calm dog flattened herself to the ground and I was able to see the pilot. Your public information officer at NAS Whidbey said the requirement for flights over water was only 500 feet. Since this is an island and homes and schools and businesses are built close to water, and water magnifies sound that bounces off of it, we are subjected to volumes of noise often in excess of 134 decibels. This excessive noise has made living here in my new, well-insulated home a nightmare. I am unable to be outside at all when these flights are conducted. I felt physically ill for weeks after constant day and night flights went on for weeks. I believe Coupeville is being treated as a throw-away community. We, as citizens and supporters of our Navy, have a right to "life, liberty, and the pursuit of happiness."

Why is it acceptable for our rights to be violated with our own tax dollars? The EIS for the additional P-8s which mentions touch and goes at Ault field, doesn't mention touch and goes by EA-18s at the OLF at all. That is a major problem with that EIS. Increasing the number of P-8 squadrons at Ault field would, by necessity, make the OLF even more necessary for not only Growler practice, but the draft P-8 EIS gives anticipated touch and go noise estimates for the P-8s which we, the community, were told at the scoping meeting were not part of the P-8 training as P-8s did not land on carriers, so touch and go training was unnecessary for P-8s. Was this another Navy untruth? If P-8s pilots will not train on touch and goes, why are numbers provided for that training in those planes? As an organic gardener with livestock, I am also very concerned about the lack of information in the SEIS regarding dumping of jet fuel, which still contains lead for the military use. I want to know when, where, and how much fuel is dumped and the impact of that dumping on public health and on the environment, particularly on wetlands and farmland. To conclude, the Navy must consider the aggregate increase in all flight activity at NAS Whidbey and the effect of all increased activity, not only at Ault Field, but at the OLF which is not much bigger than a football field and is simply not large enough to accommodate training activity. Crash zones are not even mentioned in the EIS and the crash zones for the OLF not only include my home, but two schools and a hospital. Not only was I not provided a disclosure of Navy activities prior to purchasing my land 14 years ago, but I was not told I was in the loudest noise zone above 75 decibels and in the crash zone. Coupeville has outgrown the OLF and Navy jets have out-powered the OLF. As jets get louder as they get progressively more powerful, the Navy must undertake a reasonable long-term solution: moving training to uninhabited areas. These modern jets do not belong in a 1940's airfield built for airplanes in a residential area. Relocate the Outlying Field. Sincerely, (b)(6)

Coupeville, WA 98239

As a retired Audiologist (MS, Gallaudet University) I have found that the previous EIS inadequate if not downright deceitful regarding the noise emitted by the P-8A and EA-18G (Growlers.) Hearing Loss and Tinnitus are the most prevalent disabilities in the military and are the most compensated to the tune of 7.5 billion dollars between 1977-2005. In 2005 alone the cost was almost 800 million. These statistics can be verified by the Department of Defense. Since then the increase in noise levels emitted by these airplanes has risen dramatically. The effect of noise on hearing, tinnitus, sleep deprivation, stress and blood pressure are well documented and cannot be disregarded. Nor can the noise be "averaged" out such as day and night averaging since the effects on humans and animals occurs in real time. This is why I am stating that an EIS based on this method is deceitful to the public. Our home is located about 1 mile from the OLF Whidbey Island and before NAS Whidbey discontinued flight operations at the end of May 2013 (probably to improve their yearly "average") I was exposed to 118dBA-129dBA for 6 hours in one day (not counting all the other days in 2013 alone.) Even with noise protection, while working in our yard, the noise was intolerable and has likely shifted my hearing threshold. Even while in our home noise levels were above 85dBA making any conversations difficult and interrupting sleep. Not surprisingly, loud noise and sleep deprivation are used as a form of torture and as defined by the Geneva Convention. My concern is that increasing the squadrons of P-8A at NAS Whidbey will now increase the number of touch and goes at OLF Whidbey when they plan to resume practice in January 2014. While there is significant effort placed on educating military service men and women on protecting their hearing it certainly is not doing so for the general public that is exposed to this noise unwillingly. In central Whidbey this has become a major public health issue and is not even addressing the fuel dumping on Penn Cove, Saratoga Passage, Ebey's National Reserve and our homes. Nor does it address the fact that our homes are in the crash zone including 2 public schools, 1 hospital and the Island County seat. This needs to be addressed by the EIS. In August 2013 (b)(6) Commanding Officer, Naval Station Everett and B. Bolivar, Rear Admiral, Commander, Navy Region Northwest stated "We are proud of our environmental stewardship and are committed to operating in an environmentally responsible manner where national defense and environmental protection are, and must be, compatible goals. Our vision is to be recognized as an environmentally friendly neighbor, actively engaged in community outreach, resource conservation and pollution prevention while effectively executing the Navy mission. Our policies include integrated support from tenant commands to the installation Commanding Officers to instill a culture of environmental stewardship and continual improvement. The chain of Command will support the attainment of environmental objectives and targets and ensure that personnel consider environmental impacts when executing their mission. We are committed to: Continual Improvement, Awareness, Resource Conservation, Environmental Compliance. Signed by the above. The EIS needs to address these issues since it appears that NAS Whidbey does not follow this Environmental Policy and spending \$100-180 million and relocating these landing strips in a less populated and less environmental sensitive area seems to be money that would be well spent.

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3 **Attendee's Name:** (b)(6)4 **Address:** (b)(6)

5 Oak Harbor, WA. 98277-5755

6 **Phone:** (b)(6)

7

8 My concern is that we have a

9 wonderful place to live and if we have a lot

10 of additional noise the quality of life

11 suffers. Now I know the political process

12 here, they are after the money but quality

13 of life is what matters to me more than

14 money and as you heard the last person say,

15 gosh, if the Navy pulls out of here where

16 would all the money go. I love the Navy

17 base, that's why I moved here. I use it

18 all the time. I was at the commissary

19 today when one of those growlers was going

20 over and I had to plug up my ears because

21 it was very painful. The P-3's are good

22 neighbors, I'm not so sure about the P-8's,

23 whether they are going to be good neighbors

24 or not. I'm very concerned about that. I

25 really hope that they would not increase the

1 runways either at OLF, the outlying field
2 at Coupeville -- I hope they don't increase
3 the runway out there in order to
4 accommodate the new P-8's. The people in
5 Oak Harbor get the money from the Navy but
6 the people in Coupeville, they don't. So
7 if they're going to torture anybody, torture
8 us here in Oak Harbor. I really do
9 appreciate the Navy Base but I wish they
10 wouldn't put too many airplanes up here.

11 The other thing is I've heard that if
12 they stationed not only the Growler
13 Squadrons but the P-8 Squadrons up here we
14 will be the largest facility of this kind on
15 the West Coast and I fear that might paint
16 a great big target on us and this is a
17 little place with minimal security. So if
18 any of those bad guys come around and say
19 'oh, wow, the largest facility of this
20 kind'; that is not safe.

21 Quality of life is my most important
22 concern and I hate to see it degraded. So
23 I hope they will minimize the P-8's and get
24 rid of the Growler's completely, take them
25 out to China Lake or to Yakima. We have us

1 a nice place to live with the Navy Base but
2 I don't know if they can have everything. I
3 do hope the quality of life will continue to
4 be so great.

5 One time I almost ran off the road on
6 Ault Field Road going to the Navy Base and
7 this was the Growlers, they were so loud
8 that my ears rang for twenty minutes after
9 that. Today I was at the commissary at the
10 Navy Base, in front of it when one of them
11 went over and that is when I had to close my
12 ears up because I have very good hearing.
13 I'm 75 and I don't want to lose my hearing
14 and I hate to think that these multiple
15 events may degrade my hearing to where I
16 need hearing aids, which a lot of people do.
17 I have been told I have good hearing for my
18 age and I don't want to degrade it whether
19 I'm on the Navy Base or right out side the
20 Navy Base. And then my garden, which is
21 down on City Beach, almost every day when
22 I'm down there working and they are flying
23 over I have to grab my ears but that is just
24 the way it is. I know on the flight line
25 the guys have to wear ear protection and at

1 the Navy Hospital they have a chart that
2 says 65 decibels and above can be damaging
3 to your hearing and they are talking about
4 93 decibels or 118, my gosh.

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PUBLIC SCOPING MEETING

(4:00 p.m.)

MR. (b)(6) : My name is (b)(6)

(b)(6) My address is (b)(6)

(b)(6) Oak Harbor, Washington, 98277.

Okay. I am extremely interested in this process.

I came to Oak Harbor in 1991 as their new high school principal. I was a drilling Naval Reservist at that time. I retired from the Naval Reserve in 1993.

I'm like I think most Americans are in that a home purchase is one of the major things you do in your lifetime. So you always do a little research, or at least I do. And I have been here, of course, drilling with the Naval Reserve on occasion prior to moving here, was well aware that it was a Naval air station. And where you have a mass number of airplanes in a significant particular area of space there -- there will be some noise. So when you go home shopping you look for a home that provides the best opportunity for the lifestyle that you desire to have.

That being said, if you haven't done that research and you come to town and buy property on a whim and then later wish to complain about that, I think shame on you.

So I, as a veteran, whole-heartedly support the Navy and its mission. I don't think we send out volunteers

1 in our all-volunteer force to defend this country without
2 the best training imaginable and possible. If we can't do
3 that, again, shame on us.

4 What else do I tell you? If the Navy needs me,
5 I'm there.

6 * * *

7 (b)(6) : (b)(6) ,
8 (b)(6) , Coupeville,
9 Washington.

10 Stop destroying Coupeville. We heard the same
11 hollow words during Vietnam, that we had to destroy it so we
12 could protect its freedoms. This jewel of the Northwest
13 geography and historical seaport heritage are being
14 destroyed by the same mindless decision-makers. Thousands
15 of my community members have devoted years of environmental
16 good stewardship, celebration and preservation of a unique
17 territorial seaport farming community.

18 You destroy any peace and solitude that my
19 community works hard to achieve. You are the hell from the
20 heavens above. You poison the environment physically,
21 economically and socially.

22 Go to Lemoore. Go someplace where you are not
23 physically threatening the civilians on the ground. This is
24 an island with limited resources. You have far exceeded
25 those resources.

1 in our all-volunteer force to defend this country without
2 the best training imaginable and possible. If we can't do
3 that, again, shame on us.

4 What else do I tell you? If the Navy needs me,
5 I'm there.

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24 an island with limited resources. You have far exceeded
25 those resources.

1 * * *

2 UNIDENTIFIED MALE SPEAKER: Noise, of course, is
3 a -- a big problem. When the squadron flies, you know, it's
4 an hour and a half of continuous noise; very disruptive,
5 very annoying. The only recourse is to head for the
6 basement with hearing protection and a book. And then a
7 second squadron come through, you know, five or six
8 airplanes, six takeoff and landings, and then a third
9 squadron. So it's five or six hours of disrupted home life.

10 I heard of one lady, had a newborn baby, that
11 baby was screaming every time the jets were flying. Babies
12 have sensitive hearing.

13 What about the wildlife? We have deer. We have
14 all kinds of birds. Crockett Lake, you know, all those
15 birds migrate through there. Economic issues. We have
16 three state parks here on the island. Daughter and
17 son-in-law were up at Deception Pass. Their night was
18 ruined by jets flying. Been down to Fort Casey a number of
19 times and the jets fly, it's unbearable. But the main -- my
20 main concern is safety of flight. I don't know whether
21 these pilots get bored in their racetrack pattern around,
22 but I've seen some crazy things like playing tag, getting
23 close to one another. That's very dangerous.

24 I personally observed an absolutely terrifying
25 incident where a pilot was out of the normal racetrack

1 pattern. I think he was trying to pass up some other
2 fellows in his squadron. He was below 300 feet, flaps up,
3 gear up, at high speed, and then a sharp turn. I mean,
4 that's kind of like doing acrobatics over homes. So we have
5 these hot-shot pilots doing acrobatic mo -- maneuvers over
6 homes, schools and businesses. That should never happen.
7 Safety of flight I think is -- is a major concern. I should
8 not have to be terrified of being in my home when the jets
9 fly.

10 * * *

11 (b)(6) : (b)(6) address (b)(6)
12 (b)(6), all one word, Coupeville. Let's see. My
13 occupation, Federal Aviation Administration, head of the
14 Airports Division of the Northwest Region from 1971 to 1984.
15 In other words, I'm retired. I only put this in because
16 I -- I know aviation and was involved in the planning and
17 development of airports all over the United States for about
18 30 years.

19 I like airplanes. I like to watch airplanes.
20 When I purchased my property 37 years ago I had the noise
21 contours for the OLF in my office and reviewed them before I
22 purchased the property. We were well outside of Zones 1, 2
23 and 3, and so I felt it was very safe to purchase the
24 property at that time, which we did, and we've enjoyed
25 living there for the last 23 years.

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1 My comment today is with regard to the new
2 aircraft, the EA-18 Growler. The primary problem appears to
3 be that the pilots are either unable or unwilling to fly the
4 prescribed pattern. The older aircraft seem to do quite
5 well at flying the prescribed pattern, but the new aircraft
6 fly a much wider pattern, and therefore impact a greater
7 area.

8 I have observed this ever since -- we've lived
9 there for 25 years, and the different aircraft, because as I
10 say, I like -- I like airplanes, I like to watch airplanes.
11 So there is a very definite problem with the new aircraft in
12 the flying pattern, much wider, therefore impacting a much
13 greater area. That's it.

14 * * *

15 (b)(6) : (b)(6) (b)(6)
16 and I live at (b)(6) in
17 Coupeville. I'm retired, but I'm a former Associate Dean at
18 the School of Dentistry at Oregon Health and Science
19 University.

20 Well, we just moved here last fall, and we moved
21 here for a number of reasons. One was because our daughter
22 is in Seattle, and the other was because we really like the
23 area, and we had been in the desert for awhile in Oregon and
24 really wanted to get back to the Northwest Cascade-type
25 area.

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22 is in Seattle, and the other was because we really like the
23 area, and we had been in the desert for awhile in Oregon and
24 really wanted to get back to the Northwest Cascade-type
25 area.

1 And when we came up here and bought we did sign a
2 release from the Realtor that is very vague. It says that
3 there are some flights in the area and they do go over the
4 town of Coupeville, but they said nothing about the noise
5 level or the intensity when they roar over, or the
6 frequency.

7 And we moved up here in mid October, and we
8 happened to leave December 1 to go away for the winter last
9 year, and then we were back in March and April. And we were
10 shocked at the amount of noise that we have to put up with
11 day and night. And we're not in the worst situation. We're
12 in an area where they do fly over and you do hear the roar.
13 And I wear a hearing aid. I have to put my hand over my
14 ear. I try to go inside when they come over because it's
15 just so loud.

16 If we had known the extent of the noise we would
17 not have purchased a home here. And I think that's
18 affecting a lot of people. It's a wonderful area, but it's
19 not so wonderful when the jets fly. And I have met two
20 people who have their homes for sale who can't sell them.
21 And the feedback to the Realtors is that it's just not
22 realistic to live with this noise. So I think it's -- it's
23 a difficult situation. And I'm supportive of the military,
24 but I'm also supportive of the citizens. And, you know, if
25 we're -- if the military is supposed to protect and serve

1 they should be serving us all, and I do feel at this point
2 that we're not being well served, that we're being harmed in
3 this area, our health, our mental health, our hearing
4 health, and we should come to some compromise or some
5 solution.

6 I'm sure at one point the Outlying Field was
7 really outlying, way out there, but it -- it's not today.
8 It's on a busy road. We were actually driving on it and the
9 jets took off and landed, and I swear we could have waved to
10 the pilot because it was so close and so loud. It was very
11 distracting. So what I'm hopeful is that they'll come up
12 with something that will provide training for the pilots,
13 but not at the expense of so many people's lives, which is
14 what I'm seeing here. That's it.

15 * * *

16 (b)(6) : (b)(6)

17 (b)(6) My address is (b)(6)

18 (b)(6) in Coupeville. Do you
19 want the zip code, too? (b)(6). And I'm retired.

20 First, I think it's misleading to have separate
21 EIS studies for the P-8As and the Growlers because we're
22 talking about many additional squadrons on Whidbey Island,
23 and what should be studied is the total impact of all this
24 new activity on Whidbey Island and its residents.

25 My second major concern, of course, is noise.

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1 The Growlers -- a Growler, shortly after Memorial Day, flew
2 over my house and broke the glass on a painting that had
3 been hanging on the same spot on the same wall for over six
4 years. If that sound can break glass, what is it doing to
5 our bodies?

6 We -- we can't sleep because very often the noise
7 goes well past 1:00 in the morning and it starts before 7:00
8 in the morning. When are we supposed to sleep? And I don't
9 have grandchildren here on the island, but what about kids?
10 When are they supposed to sleep so they can learn in school?

11 The Growlers should not be flown in inhabited
12 areas. We moved here from less than a mile from the Willow
13 Grove Naval Air Station in Pennsylvania where we lived for
14 16 years without ever making a complaint. Ever. We never
15 had a complaint for the first five-plus years we lived here,
16 but since the Growlers have started our health has
17 deteriorated. It is a nightmare. They should not be flown.

18 My -- I just learned today that they're thinking
19 of bringing a plane that's even noisier than the Growlers.
20 Are they F-35s? Something with a number. I mean, and
21 they're going to be doing touchdowns at the OLF when they
22 phase out the Growlers? I mean, this is an impossible
23 situation.

24 The other aspect is we have to keep our windows
25 closed when -- when the planes are flying because they're

1 dumping fuel. I'm chemically sensitive. I have a disease
2 called mastocytosis, M-A-S-T-O-C-Y-T-O-S-I -- S-I-S.
3 Mastocytosis. Anyhow, I may not have spelled that right
4 because I usually have to write it out, but I'm extremely
5 sensitive to chemicals. We searched the entire country
6 looking for a place with clean air and water and cool
7 temperatures because my body doesn't properly regulate heat.
8 And we chose Whidbey Island because up through 2002 when we
9 started looking for a place to retire Whidbey Island was the
10 place in the entire country reasonably close to medical
11 facilities but with clean air and water and cool
12 temperatures. It was -- we moved 3,000 miles for that, and
13 now we can't open our windows. I can't drive in the car
14 with the windows open because we get whiffs of jet fuel,
15 which we never had before for the first five years we lived
16 here. So that's another issue.

17 And I -- I really think the Growlers have to move
18 somewhere else. They shouldn't be flown over inhabited
19 areas. Thank you.

20 * * *

21 (b)(6) : (b)(6) (b)(6) ,

22 (b)(6) (b)(6) I'm a former clinical laboratory
23 scientist. I'm retired. I moved here just about a month
24 ago. I have a P.O. box right now, but we are going to be
25 building a house soon. I'm starting to have second thoughts

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25 building a house soon. I'm starting to have second thoughts

1 about it because of this noise. My husband is not uptight
2 about it, but I'm a little uptight about it because of
3 the -- you know, them saying -- what I thought it was when I
4 came to the meeting, I thought it was only going to be a
5 meeting to address the lawsuit that was brought earlier in
6 the year against the Navy for the noise, but now what I'm
7 finding out is this is an informative session to tell the
8 public that more airplanes and more squadrons are going to
9 be coming to NAS Whidbey. So that is sort of a little
10 unsettling to me.

11 A couple things that I wanted to say, you know,
12 it's all my opinion, but I did go to a couple information
13 sessions so I feel like I am informed about it. No. 1, I
14 feel that the Navy should continue to do the training as
15 they've been doing July through December of this year
16 wherever they have been doing the training. They haven't
17 been flying over Coupeville. Try to continue to do it that
18 way and then supplement with flights to OLF. In other
19 words, maybe do a little more training at Ault Field and a
20 little less training at OLF and that might help the
21 situation right there. It doesn't matter if they have an
22 increase in the number of Growlers.

23 No. 2, the flights should not happen after
24 midnight because that disrupts the sleep of anybody that's
25 in the area near OLF. This is a community with school

1 children, there is a hospital here, and there are a lot of
2 residential -- residential homes near that area. And
3 talking to a couple people, they say like in the summertime
4 the flights can go on most of the night.

5 No. 3, studies have shown that the noise levels
6 being generated are above those acceptable by OSHA
7 standards. So for example, the 113 decibels generated by --
8 I'm not concerned about Oak Harbor where they're taking off
9 and landing because that's at the airfield there. There are
10 no residences under the airplanes. But over here at OLF,
11 when they do their maneuvers, the same number of decibels
12 are generated and it's around where people are living. And
13 OSHA standards have shown that that's way above what is
14 acceptable for anyone's hearing. That can cause hearing
15 loss just on a single occurrence.

16 No. 4, Ebey's Landing is a national reserve and
17 should be spared high noise levels for the sake of both the
18 quality of life and the historical importance of the area.

19 And No. 5, are the Growlers really quieter than
20 the Prowlers?

21 No. 6, maybe because Coupeville -- of Coupeville
22 opposition you should relocate to Andrews Air Force Base
23 instead of bringing them here to relocate. Maybe they
24 should consider possibly relocating to an area that doesn't
25 have as much opposition, community opposition.

1 No. 7, the sound -- this is -- I'm repeating
2 myself here, but the sound generated at OLF is far above
3 safe sound levels even for single-event exposure.

4 And No. 8, as the number of aircraft increase and
5 the number of operations increase here there is more of a
6 chance that there's going to be a crash of some sort with --
7 in -- in the area of Coupeville which is where the residents
8 are opposing this aircraft. That's another reason why.
9 When you have all these aircraft flying overhead there's
10 more of a chance that there might be a crash into a
11 populated area. And that's it.

12 * * *

13 (b)(6) : My name is (b)(6) ,
14 (b)(6) We've been on Whidbey Island for seven
15 years. We live in Admiral's Cove right in the flight
16 pattern, and we miss our -- we miss our jets. We do. We
17 miss them. My father was military, Marine Corps. My son
18 builds jets. He's an engineer for Lockheed in California.

19 I appreciate that a lot of people don't like the
20 noise, but I feel these pilots are fighting so that we have
21 the freedom to have this public forum, and people need to be
22 able to give a little. I understand it's loud. We think
23 it's really loud sometimes, but we have to do our part for
24 the military. That's how I feel.

25 And I'm just really proud that these pilots put

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25 And I'm just really proud that these pilots put

1 themselves in the hot seat here. I mean, there's a lot of
2 irritated people, but I think a lot of people in Coupeville
3 are retired. On the whole island, this is the retirement
4 area. They do not want anything to interfere with their
5 retirement. They don't want it in their yard, but they
6 don't care if somebody else has it in their backyard. I'm
7 sorry. That's how I feel. And I love the Navy. And that's
8 it.

9 * * *

10 (b)(6) : My name is (b)(6) -- or
11 (b)(6) (b)(6), and I live in Coupeville at
12 (b)(6)

13 I have lived on Whidbey Island about 25 years.
14 When I moved here I came to Whidbey as the new Post Master
15 in town. I have a history from my childhood with Whidbey
16 Island from camp -- family camping trips, picnics, school --
17 school field trips, and -- and I've always loved Whidbey.
18 And when I had the opportunity to move here I thought I'd
19 died and gone to heaven.

20 I knew when I moved here about the aircraft
21 noise, about the touch-and-goes at OLF Coupeville here. And
22 when I got the job here and first moved over here I rented
23 for a year and a half to give myself time to live under the
24 aircraft patterns of OLF. And I found a place out at
25 Shangri-La Shores just to the east of OLF, very close, but

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24 aircraft patterns of OLF. And I found a place out at
25 Shangri-La Shores just to the east of OLF, very close, but

1 very much in the traffic -- the air traffic pattern.

2 That's where I discovered that I can't tolerate
3 the noise. I am -- I am physically impacted by it. It's
4 not just inconvenient or annoying. It actually hurts me
5 physically. It disrupts and tears up my body right down to
6 my toes. And after I experienced that noise -- that's why I
7 wanted to find out what -- what it was like -- I realized I
8 could not -- I couldn't live directly under the aircraft
9 patterns.

10 So I inquired with Island County where the -- the
11 noise zones were, where the flight patterns were, and they
12 gave -- I don't even think I got a map at that time. I
13 didn't then. But they told me, you know, the areas around
14 central Whidbey Island that were least likely to be
15 impacted. One of those areas was the ac -- in the town of
16 Coupeville. And I was told that that area was somewhat off
17 limits, limited for air -- you know, there shouldn't be
18 much, if any, aircraft traffic over there, that area.

19 So I also called the Navy. I -- I got a number
20 from the county that they recommended that I talk to. I
21 couldn't tell you the number anymore or who it was. That
22 was over 25 years ago. But I got the same information about
23 the town of Coupeville. There were other areas, like out
24 just north of Penn Cove and the West Beach area and a few
25 others that were -- they told me about, but since I was Post

1 Master in Coupeville I thought, well, this is great. I can
2 live in the town of Coupeville and be fairly sure that I
3 won't have to deal with that.

4 And so I bought a lot and I built a house in the
5 town in Coupeville. That's my (b)(6) address. I've
6 been there since I moved here -- well, since I left the
7 rental house after I moved here. That was -- everything was
8 fine until about roughly -- I can't be exact, but about
9 three years ago. The aircraft started flying over my house
10 a lot here in the town of Coupeville. And I -- I got the
11 number to call. I think they told me the number was for a
12 duty officer or whatever, but on -- at the base. And every
13 time this occurred I would call. And my calls -- I was told
14 that my calls were being recorded, or logged or whatever,
15 however they term that.

16 So in 2011 there were many instances, mostly in
17 the summertime. And it was really bad in August when we had
18 some very high -- well, for here it was high temperatures.
19 We had some 90-degree heat during that time. We don't have
20 air conditioning so we had to have our windows open,
21 especially at night to cool the house down so that we could
22 close it up the next day and stay cool.

23 Well, to have the windows open and the aircraft
24 flying very low, very repeatedly, when I would make my calls
25 to the base I would take my phone outside on the deck so

1 they could hear what I was experiencing. Except for one
2 person I spoke with they were understanding of -- of my
3 feelings and my concerns. One lady, one female that I
4 talked to, was very rude to me. I got her name and called
5 that back, but nothing -- I never heard anything about it in
6 my call-back.

7 Twenty -- we went through 2011 into 2012 with
8 occasional flyovers over town. And then we get to the
9 summer of 2012 and here we go again. We're getting -- we
10 have the long days. We have these aircraft flying over our
11 house, right over town, frequently, night after night. And
12 the flights would begin somewhere around -- they got worse
13 about 8:00 at night and would go for, like, 40 minutes or
14 so, roughly, at a time. There would be a short space, and
15 then it would start up again. And this went on until most
16 of the time after 1:00 in the morning.

17 I made my calls as I had done the year before.
18 The noise was just unbearable and physically it -- it
19 created a lot of problems for me because I -- I can't
20 tolerate it. It's -- it's terrible. I get -- I don't
21 sleep. I get irritable. My family gets the results of
22 that, anybody around me, because I am -- I'm a bear because
23 I'm miserable. And it's not that I want to be that way.
24 It's not that I want to feel this way because of the jets
25 flying. It's that their noise, it hurts me.

1 And I'm not anti Navy. I totally understand
2 their mission and what they're doing, what -- what the
3 purpose of OLF Field is. I -- I totally realize these
4 pilots, especially the newer pilots, need this training.
5 It's -- it's paramount training for them. But I'm an
6 individual that lives here. This is my home. I built my
7 house here in a place that I was told was safe from --
8 pretty safe from -- from the -- from this noise problem.
9 And it was for 23 years except for a rare flyover. No big
10 deal. You know, I can handle a little bit. But in the last
11 three years it has become much worse. And so now -- now I'm
12 complaining. I don't want to be a complainer, but it's
13 different. It has changed.

14 And I'm asking the Navy to please help us make
15 this work. I believe it can work like it has in the past.
16 This has not always been this bad and I think we -- I think
17 we can get back to a place of compromise where -- I mean, I
18 would like to think it can. With the increase in squadrons
19 and the increase in aircraft and the increase in flights it
20 may not be. We may not have the option to find that, but
21 I'm hopeful for that.

22 * * *

23 (b)(6) : My name is (b)(6) ,

24 (b)(6) I live at (b)(6)

25 Drive, Coupeville, 98236. And I would like, with the noise

1 And I'm not anti Navy. I totally understand
2 their mission and what they're doing, what -- what the
3 purpose of OLF Field is. I -- I totally realize these
4 pilots, especially the newer pilots, need this training.
5 It's -- it's paramount training for them. But I'm an
6 individual that lives here. This is my home. I built my
7 house here in a place that I was told was safe from --
8 pretty safe from -- from the -- from this noise problem.
9 And it was for 23 years except for a rare flyover. No big
10 deal. You know, I can handle a little bit. But in the last
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1 impact study, that they also study the frequency rather than
2 just the decibels of the noise impact because it's not just
3 the -- it's not just the loud noise. There's vibrations
4 that I -- it needs to be included in the impact study, the
5 environmental impact, or what it does to human beings
6 anyway. Something's making me -- these F-18s are unlivable.
7 Growlers, not so bad. I lived under the A-6s for 20 years.
8 They're doable. But when they brought in those F-18s, it's
9 unlivable, unbearable. So anyway --.

10 Oh, my occupation? I'm a retired nurse. And
11 that's about it.

12 * * *

13 (b)(6) : My name is (b)(6)
14 (b)(6) That's (b)(6) and then (b)(6)
15 I'm currently staying at (b)(6),
16 which is (b)(6).

17 I'm just commenting because I came up here to buy
18 a house, and I thought it was going to be a simple process.
19 You have beautiful houses here. However, this noise issue
20 arose. And I was told by my Realtor that over in Coupeville
21 it would only be two days a month, which I said no problem.
22 However, luckily before I bought I found out this was not
23 probably true, and I was informed by the neighbors that
24 there could be several days a week every week. And coming
25 here I find that you went for six months straight. So

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24 there could be several days a week every week. And coming
25 here I find that you went for six months straight. So

1 basically I will not be buying here. I will move down to
2 Freeman -- Freeland.

3 But in any case I did want to comment because my
4 occupation is a gardener. I'm retired. I did work for a
5 city. And so consequently we were very aware of OSHA's
6 regulations and noise levels and ear protection. And one,
7 I'd like to comment on averaging, which is what you are
8 stating you're going to use for the draft purposes.
9 Basically that just diminishes any noise. The example I was
10 going to give, if I mow one day a week and you average it
11 over seven days it would show basically no decibels or very
12 minor decibels when this is not true. They are over 70
13 decibels.

14 Also, I was talking about the noise with the
15 gentleman over there, and if I remember OSHA regulations in
16 California 70 -- over 70 required ear protection. Yet
17 you're showing that over a thousand feet on the other chart,
18 which is a single event, you're showing at a thousand feet
19 it's 128 decibels. So that would definitely damage your
20 hearing. It is unclear. He said that they were measuring
21 down at the land level, and I guess that would have to be
22 because it would be a lot louder. It would have to be at
23 land level where they're taking it, even though it's not
24 clear on the chart, but they're showing 128 decibels. That
25 would definitely damage hearing. So that is what should be

1 used for impact on hearing.

2 And then the other issue is -- oh. It seems to
3 me this is a very derisive issue. And if -- like when I was
4 told it would just be two days a week, and evidently these
5 people here say when they moved here there was hardly any
6 noise and any flights. This evidently was around 2005.

7 I understand that Moses Lake is very interested
8 in having this operation there. So to me it seems it would
9 be easier to maybe have your flights here two days a week --
10 or not two days a week, two days a month, and then fly to
11 Moses Lake. I mean, these are planes. It doesn't take long
12 to get there. You can take your staff, your medical staff,
13 and the people that you bring down to Coupeville, you just
14 take them to Moses Lake. So it seems to me that would just
15 be a good idea.

16 And actually, you could actually build houses
17 over there, which would help our economy as far as hiring
18 civilians to do stuff. I mean, it's not as if you have to
19 make a profit. You don't.

20 Okay. Well, thank you for listening to me, and I
21 will not be buying here, so you'll probably disregard all of
22 this. But anyway --.

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24 (b)(6) (b)(6) , (b)(6)

25 (b)(6) like baseball, (b)(6) Mailing address,

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24 (b)(6) : (b)(6)

25 (b)(6) like baseball, (b)(6) Mailing address,

1 (b)(6) . Physical address, (b)(6)
2 (b)(6) . Occupation, yacht designer.

3 I've lived here 28 years. I live 11 miles south
4 of the touch-and-go base. The last two years has been
5 absolutely impossible. I get woken up at midnight with
6 those goddamn planes circling around. I -- they -- I -- I
7 feel that they absolutely -- it's a huge imposition on the
8 community bringing those things here.

9 And the funny thing is -- and I don't know if it
10 belongs on the EIS or not, but in two thous -- on December
11 10th, 2001 this base was on the base closure list. It was
12 considered obsolete then. Two thou -- 9/11, suddenly a
13 couple Arabs and some box cutters changed everything. And
14 now here we are today. You know? We have -- there is no
15 enemy for those planes. It's just a -- I don't know what it
16 is. It's just a huge tax expense. I just -- and I'm not
17 opposed to them. You want to do it? Fine. Just don't do
18 it here. It's not right. And I don't believe they have the
19 right to seriously impact the community like they have been.
20 Period.

21 Another thing, by the way, the whole tone of this
22 goddamn meeting is going on the assumption that what we have
23 is acceptable and they're talking about expanding it. I
24 just finally figured that out. What we have is not
25 acceptable. Expanding it shouldn't even be talked about.

1 The issue is shutting this touch-and-go field down, not
2 expanding it.

3 * * *

4 (b)(6) : My name is (b)(6)
5 (b)(6) I live at (b)(6) in
6 Coupeville, Washington, 98239.

7 My residence, which I've had for over 27 years
8 now, is down on the Keystone spit, is what it's referred to,
9 or Ebey's Landing. It is two-thirds of the way away from
10 the ferry landing and it is about not quite equally
11 positioned between Admiral's Cove where all the housing is
12 and the ferry. And basically there's only seven houses in
13 this little group of private property that is sided on each
14 side by day use park only. There is Lake Crockett wildlife
15 reserve which is behind us, which would be north. Our
16 houses face pretty much due south on the water. And I have
17 had quite a bit of aircraft situations over the 27 years.
18 Most of the time I must say the Navy has -- has been very
19 cooperative. And they -- when you -- when I would call and
20 say, you know, "You're over the top of my house. You agreed
21 you wouldn't be. Move back where you agreed to be," they
22 would do that. However, it changes with who's in command.

23 For a few years back I had a doctor who had a
24 residence in our little seven-house community, and she
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23 For a few years back I had a doctor who had a
24 residence in our little seven-house community, and she
25 worked out an agreement with whoever was in command at that

1 time that they would fly a thousand feet east of our houses
2 instead of on top of them. And they did that, and for three
3 years I never made a phone call because it was a livable
4 situation. It was the older aircraft.

5 And they also -- the other thing that they were
6 doing which contributes to the loss of -- the lack of noise
7 or damage was that they would fly out over Admiral's Cove
8 further to make their turn, which means the backwash from
9 the jet rear end was actually faced at nothing except
10 expanded air all the way out into the -- into the harbor.
11 So consequently it was a better situation for everybody.

12 Now, however, in the last -- since the new
13 aircraft has come and they've increased the flights over the
14 last umpteen years, and increased them and increased them
15 and increased them, they have pilots that are using my house
16 or the seven houses -- and I'm in the middle of them -- as
17 their turning point rather than navigating or doing what
18 they're supposed to be doing. When I call and complain I
19 must say the Navy has been responsive. Ninety percent of
20 the time they will call the tower. The tower will ask the
21 jets to get off of the houses and move over.

22 I'm in a -- in an odd situation. Unfortunately
23 for the Navy there's not much they can do about their return
24 to try and do their touch-and-go to OLF field because the
25 county has allowed all the housing to build up all around

1 through that area and there's just no way they can avoid --
2 there is no way they can avoid somebody's house.

3 My situation really is different. Seven houses,
4 quarter mile on the right-hand side, which would be west,
5 I'm almost a full mile on the left-hand side, which would be
6 east, no houses, no people, nothing. Wildlife. They use
7 the -- the wildlife Lake Crockett reserve to make their
8 turns. There is no reason that they have to be over the top
9 of our houses. I've asked about that and I've been told,
10 well, it's the flight pattern and dah, dah, dah, dah, dah.
11 But here's the odd part. When I call and complain they move
12 off my house and they fly a pattern which is acceptable, not
13 over the top of my house. So if they do that 90 percent of
14 the time, why is it ten percent of the time they have to fly
15 over the top of my house and blow out the windows in my
16 house? Because basically that's what happened to me.

17 The new aircraft is louder. It's been lower.
18 They're so low that if I was -- wanted to I swear I could
19 hit them with a slingshot. However, that's not the issue.
20 They're -- they're not going out over the water. They're
21 not paying any attention to phone calls. And consequently
22 what happened now is that they have blown the windows out of
23 my octagon house. It's an octagon house. I have windows
24 that wrap around it. Anybody with a reasonable mind would
25 look at the damage to my house, would see that it's all in

1 the area where the jet flies and does its turns. Because
2 they go over the top of the house, they elevate the
3 aircraft, the nose of the aircraft, in order to start their
4 climb to go back to OLF field. When they do that the back
5 of the jet comes down and blows out -- blows out my house,
6 basically, and my neighbor's, too. And so I've had to
7 replace nine of the windows that wrap around that part of
8 the octagon. And at \$1,500 each.

9 Also, thanks to this -- this group of citizens
10 who have finally woke up to the situation, and the DB
11 readings which I was not aware of, I now realize that at my
12 age, 27 years with the Navy, my hard of hearing is due to
13 the flights, is due to the noise. The DB level at my house
14 exceeds any of the highest levels that they have put
15 together in their -- in their lawsuit and complaint against
16 the Navy. So I'm in one of the hottest spots because I'm at
17 the point of turn for every flight that comes off that field
18 and goes back. The point of turn is right over the top of
19 my house. It doesn't have to be. They could fly east of me
20 if they would just do it, but they don't do it.

21 So here I am today making this complaint and
22 requesting that how and who do I see or contact in order to
23 sue the Navy for the loss of property damage and the loss of
24 hearing. And that is the end of my complaint. And it would
25 be nice if I did hear from someone.

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1 use a lot of fuel, they also are putting those emissions
2 out.

3 So between the noise the quality of my life has
4 just changed. I have ten acres. I can't garden. I can't
5 plan -- plan a family get-together. I -- I literally can't
6 get from my car to the house before my ears hurt. My ears
7 ring all the time. So it's -- it's changed what was a
8 fairly pleasant place, not every minute because it's always
9 had some noise, but it's now -- it's awful.

10 And my property has been devalued by this, I
11 believe. My neighbors have moved. They were retired
12 military, Navy, and they are -- their piece of property is
13 up for sale. It's been for sale for seven months. They've
14 not had one offer. And they're selling at below appraised
15 tax value. So I feel bad for them because they just
16 couldn't take it anymore. They -- the wife was wearing
17 hearing aids and the husband said this isn't what I want,
18 you know, and spent 26 years in the Navy for, was this. So
19 I lost good neighbors.

20 And I just -- I don't -- I feel like when I walk
21 through this group tonight there's a lot of anger, and I
22 feel like nobody's really hearing us. There's a disconnect
23 between the government entity, the military, the Navy, and
24 the people that live here on a day-to-day basis and have
25 lived here, some of them, for 75, a hundred years. And

1 that -- I think that's so sad because this is a special
2 place. And I think that if that continues to happen there
3 will be more and more anger. Because when I moved here I
4 remember one of the things that I always heard from the
5 people was that there was a sense that islanders were
6 special. And I now am an islander, and so are all of these
7 people that are in this room tonight, and I feel like you're
8 kind of waking the sleeping tiger.

9 And -- and it's unfortunate that this has become
10 such a divisive thing in our community. We should be
11 working together to solve the problems. And it's our
12 military. It's not some alien force. We pay the taxes.
13 It's our tax dollars that pay all the salaries, so we
14 should -- we should be heard.

15 * * *

16 (b)(6) : My name is (b)(6),
17 last name is (b)(6), (b)(6). My address is
18 (b)(6) in Oak Harbor, 98277. My
19 occupation, that's not applicable at this time.

20 I have tried to quantify and qualify what I
21 should expect as a property owner on north Whidbey. And
22 I've purchased a decibel meter. And I've tried to read the
23 maps. And -- and it's been very difficult to know what's
24 too much. And so through these meetings I have learned and
25 been told that I should just simply call in a complaint when

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23 maps. And -- and it's been very difficult to know what's
24 too much. And so through these meetings I have learned and
25 been told that I should just simply call in a complaint when

1 it's extremely out of the ordinary. And so that's one thing
2 I take from this.

3 The other really irritating thing I found ever
4 since it's gone to the Growler is the level of grounding,
5 growling, rumbling noise when the aircrafts are strapped
6 down and they're doing the engine run-ups. For me it's --
7 it's almost crazy-making to have extended periods of time of
8 that kind of low volume just rumbling in the background.
9 And it's still even quite loud -- loud. I'm getting decibel
10 meter readings in the 70s just on that constant growling.
11 And so someone has made mention, something about a hush
12 house. Something that might help mitigate that noise would
13 be really appreciated.

14 And it's unfortunate that the Navy has chosen to
15 go to a recording instead of an actual person, although I
16 understand why because apparently some people, out of utter
17 frustration, have cursed when they've left messages with
18 people. And certainly nobody wants to have a job where
19 they're being cursed out for something they have no control
20 over. So perhaps a good customer service thing would be
21 another way the Navy can respond to concerned citizens
22 instead of just making them feel like they're getting the
23 middle finger by getting no response back. It's very easy
24 to feel that way.

25 I'm -- I'm very concerned about the -- this --

1 the Growler. I really think it's a machine that brings a
2 lot of problems to our community. And I'm -- I attended the
3 health meeting in -- on the 19th in Coupeville. I'm very,
4 very concerned about the things that were brought up there,
5 one of them being the amount of noise late at night, and
6 what -- what questions that are being brought up of how that
7 noise can lead to potential heart issues.

8 So there are lots of health studies, things that
9 nobody's talked about. And had not the people of Coupeville
10 raised \$30,000 to do all these tests the community would not
11 benefit from these questions being raised. I'm -- I would
12 prefer the Growler not be here and -- and I'm very
13 concerned. Thank you.

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15 (b)(6) : (b)(6) , (b)(6) ,
16 (b)(6) . Organization, private citizen. Address, (b)(6)
17 (b)(6) Coupeville, 98239. E-mail, (b)(6) as in
18 boy, (b)(6) .

19 So one of the presenters that we spoke to was
20 Glen, the aircraft aviator. And I asked him if there was an
21 option to Coupeville OLF and he said no, which leads me to
22 believe that this is sort of a done deal, so I'm not sure
23 what the scoping is about. But nevertheless I would very
24 much like to give my input.

25 We live on a property that my wife inherited from

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24 much like to give my input.

25 We live on a property that my wife inherited from

1 her father, and it was a pioneer family, and the family has
2 lived in -- goes back 150 years to the founding of
3 Coupeville. So this property is meaningful to us.

4 And my wife's father, he's in his nineties now
5 and he's in assisted living and we recently are planning to
6 move in there. He built this house himself in the late
7 seventies. And during the first ten years there in the
8 eighties there was a startup of the use of the OLF field.
9 For a number of years it was not in use. And he
10 complained -- he was right in the flight path -- you know,
11 about the noise. And the -- obviously the aircraft that
12 they're flying now is a lot more impactful in terms of the
13 decibel level and the way that it traumatizes citizens and
14 people living in the flight path.

15 Property values have decreased sharply. We've
16 known of people who have had their homes up for sale and
17 actually lost the sale because of the aircraft flying over.
18 The -- I understand that there are limitations to the number
19 of flights, but clearly they've increased significantly.

20 We feel that, as the people that are most
21 impacted by this, we have very little recourse because it's
22 us against the Navy and the Navy is a huge -- you know, they
23 have unlimited resources. And of course when it comes to
24 providing the best training for military, you know, they --
25 they have carte blanche. They can do whatever they want.

1 I don't really understand why there couldn't be
2 an option to OLF. You know, when OLF was built in 1943 the
3 population of Island County was 4,000. The only people that
4 lived in central Whidbey were farmers. You know, there was
5 not an impact. And for all those years they were flying
6 there obviously wasn't an impact. Now there is a huge
7 impact.

8 Studies have been done by -- scientific studies
9 have been done about the effects of, on people of all ages,
10 particularly the young who have developmental issues, of the
11 level of decibels. And also just being exposed to that
12 noise is a -- the traumatizing effect is, as in all trauma,
13 there's an anticipatory component to it.

14 I really feel if the Navy is sincere about really
15 getting cooperation of the citizens, particularly the
16 citizens that are most affected that are in the flight path,
17 that they would sit down and explore options. I -- I
18 somehow -- I can't believe, given the resources of the
19 United States Navy, that there aren't any options to a
20 highly populated rural area like this that -- that is in the
21 middle of a -- a national reserve. And to me I don't -- I
22 don't know why that's such a -- you know, it's so
23 established. I would really like a response to that, about
24 why there aren't any options, have options been explored.
25 And what is the Navy's concern about providing training in

1 an environment where this kind of hostility exists, you
2 know, where people's lives, their health, their values of
3 their homes, their children, the quality of life.

4 Coupeville is a historic area. It's the second
5 largest municipality, oldest -- second largest in the state
6 of Washington, and -- and it has such historic -- I -- I
7 truly believe -- now, when I say this people think I'm an
8 alarmist. I truly believe that if this continues, OLF, with
9 the kind of planes they're flying, it will destroy the town
10 of Coupeville. People will not -- I mean, I've known a lot
11 of people who have left. They will not want to live here.
12 New people will not.

13 Studies have been done by -- not by just
14 citizens, but by the real estate association. And south
15 Whidbey sales for the last five years have increased at a
16 steady level. The only part of the county that has not
17 increased sales is in central Whidbey, Coupeville. And
18 there's one obvious reason, and it's that people know about
19 the noise that they would have to live under.

20 Anyway, that's a mouthful. It's probably enough.

21 * * *

22 (b)(6) : (b)(6) (b)(6) (b)(6) ,
23 (b)(6) , (b)(6) (b)(6) , (b)(6) ,
24 Coupeville, 98239. And it's also (b)(6) .
25 Self-employed.

1 an environment where this kind of hostility exists, you
2 know, where people's lives, their health, their values of
3 their homes, their children, the quality of life.

4 Coupeville is a historic area. It's the second
5 largest municipality, oldest -- second largest in the state
6 of Washington, and -- and it has such historic -- I -- I
7 truly believe -- now, when I say this people think I'm an
8 alarmist. I truly believe that if this continues, OLF, with
9 the kind of planes they're flying, it will destroy the town
10 of Coupeville. People will not -- I mean, I've known a lot
11 of people who have left. They will not want to live here.
12 New people will not.

13 Studies have been done by -- not by just
14 citizens, but by the real estate association. And south
15 Whidbey sales for the last five years have increased at a
16 steady level. The only part of the county that has not
17 increased sales is in central Whidbey, Coupeville. And
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23 (b)(6) , (b)(6) , (b)(6) , (b)(6) ,
24 Coupeville, 98239. And it's also (b)(6) .
25 Self-employed.

1 My comment is that the current jets, the
2 Growlers, are so noisy that it's painful to be outside. To
3 have a conversation or a phone call happen can't continue
4 on. You have to stop, at our home, where -- even inside,
5 when the jets are flying. And that, you know, when they fly
6 I can't be -- I have to plan to do my gardening and walks
7 and things around when they're flying. I can't be out there
8 at the same time. I have to cover my ears. It actually
9 hurts.

10 And the other thing, the other point I'd like to
11 make is that I'm not against pilots and military training.
12 being -- its top-notch needs being met, and I -- but I do
13 think there's too much population now around the Ebey's
14 Reserve, Outlying Field, you know, being so close, and
15 central Whidbey getting built up the way it is. And I feel
16 like, having lived here since '72, 1972, that I've seen not
17 only the population increase being built around OLF, but
18 also the flights become more every time there's -- you know,
19 another squadron moves in or there's military action
20 somewhere in the world and they need to practice. There's a
21 lot more intensive flying than there was back in the early
22 days when the jets were also quieter.

23 And the other element is my husband and I have a
24 home for sale just within the reserve and right under the
25 flight pattern. And one of the real estate agents that

1 we've worked with has said that he's lo -- we've lost
2 customers because of the jet noise. The real estate agents
3 have to disclose the -- the property that's for sale, if
4 it's impacted by the noise or health risks, whatever it is,
5 that it's in a jet flight pattern zone, however you say
6 that.

7 Okay. So those are my comments. Thank you very
8 much.

9 (The Public Scoping Meeting concluded at
10 8:00 p.m.)
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PUBLIC SCOPING MEETING

(4:00 p.m.)

(b)(6) : My name is (b)(6)
My address is (b)(6),
and I'm retired.

My husband -- my husband and I are -- are owners
there and we've owned the property since 1960s, and we've
lived there since 2000s. These are our -- following are our
concerns and observations.

We have understood that landing and takeoff
patterns include or favor a thousand feet elevation on the
centerline east -- going east/west of Dugwalla 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, generating huge
noise.

We've been told that the Growler is not as
noise-prone as the Prowler. This is not our experience. We
have been told that several squadrons of 737-like patrol
craft are planned for the base here. This makes it likely
that airborne noise and exhaust gas contamination will
increase.

Computer simulators are planned to reduce the air
space noise and the airplane load, but more landings and

1 takeoffs will still occur. House values will go down due to
2 Navy noise and pollution control being ineffective. Even
3 now in Dugallia Bay conversation stops as aircraft noise
4 overpowers spoken words, more planes and more silent pauses
5 waiting for planes to clear the area.

6 And we're very concerned about increasing the
7 number of airplanes and the -- and the existing noise. As
8 it is now the noise is so loud that if you're outside --
9 which the planes mostly fly in the summertime -- you have to
10 put your hands over your ears because it just gives a
11 headache. And my husband has recently gotten hearing aids
12 and it's very loud in his hearing aids. He almost has to
13 run into the house. But if you're not by the door it's
14 pretty hard to do that. And so it's becoming a real health
15 issue for us, too. And so we would like very much not to
16 have the noise over our house. That's it.

17 * * *

18 (b)(6) : My name is (b)(6) ,
19 (b)(6) . I live at (b)(6) in Oak Harbor, and
20 we've been residents here since July of 2010.

21 The point of the noise I want to address first.
22 At our house this is what we experience frequently: 71 to
23 91 decibels. We do have a decibel meter. And we have a
24 high inside the house of 112 decibels. And frequently we
25 have three-hour blocks of high decibel noise unrelenting,

1 takeoffs will still occur. House values will go down due to
2 Navy noise and pollution control being ineffective. Even
3 now in Dugualla Bay conversation stops as aircraft noise
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23 91 decibels. We do have a decibel meter. And we have a
24 high inside the house of 112 decibels. And frequently we
25 have three-hour blocks of high decibel noise unrelenting,

1 unrelieved, just the time it takes them to go around and
2 come back. Some days we have intermittent noise from 10 to
3 12 hours, times as early at 7:30 a.m. and as late as 2330.

4 You cannot average noise and make that a viable
5 statistic because our ears experience those 91 decibel-plus
6 incidents as most severe, painful and damaging. And I keep
7 saying 91 decibels. That's my personal level where I feel
8 like my guts are in a blender. It just goes right through
9 you. And my hu -- my husband here, he's growing
10 increasingly deaf, and he has to wear a head set to watch
11 T.V. I use my closed captioning. And it also limits our
12 verbal exchange. Even at six feet apart we must frequently
13 shout. And I don't think anybody should be flown over more
14 than ten times a day, and sometimes we get passed over more
15 than 30 times a day. And that's when I stop counting.
16 Could be 40 or 50, but I -- you know, after 30, you know, I
17 get to the point where I feel like I'm barking mad.

18 Now the safety concerns. The low flying has to
19 stop. Is 3- our 400 feet altitude okay by anybody's rules
20 or regulations? Yeah, I'd like a documented answer to that
21 one because I just can't believe that anybody allows that,
22 whether it's military or civilian, to have planes of that
23 size going over that low. You know, I feel sure if we had a
24 paint ball gun -- and I wouldn't do anything crazy. I'm not
25 that kind of person. But I feel like we could mark the

1 belly of the plane with a paint ball gun they're so low.
2 It's really bad.

3 Let's see. I lost my place here. Okay. The
4 number of flight operations has accelerated from when we got
5 here. It's almost 3,000 more than when we arrived, and
6 that's completely unacceptable. And more will be
7 intolerable. And what will the Navy say when there's an
8 accident with civilian fatalities? Nobody would protest it?
9 Nobody cared? Nobody asked? Yeah, we're asking. What are
10 you going to say? What's your recourse?

11 Sometimes we can't hear emergency vehicle sirens
12 while driving on State Route 20.

13 Honey, how far is the highway from the house?

14 (b)(6) : About 300 feet.

15 (b)(6) : Yeah. Sometimes the
16 ambulance is going by that close and we don't hear them
17 sometimes. If it's dark, you know, we see the lights
18 flashing but sometimes we don't even hear them.

19 Now, you -- he tells me that when we have the
20 military base on foreign soil that they would not allow this
21 kind of activity for their civilian population to be
22 overflown, annoyed, put in danger. They just wouldn't
23 tolerate it. So why do we have to tolerate it? I'm
24 thinking this country's own citizens should be more
25 important to the Navy than foreign nationals. Yeah. Some

1 days I feel like we're no more important than livestock.

2 And I really feel that way.

3 Now, the health concerns, to me, the hearing
4 damage is the least of the worries, even though, you know,
5 David's suffering badly with it. Long-term effects on the
6 brain and cardiac problems could lead to premature death.
7 Even though we know the source, each extra-loud incident
8 produces a rush of adrenalin. I have had to teach myself
9 biofeedback techniques to get my heart rate and rhythm back
10 under control on a bad day. But can people with a
11 preexisting organic cardiac condition, can they do the same?
12 What -- what would they recommend to those people? Pack up
13 and move?

14 The environmental concerns, you know, should be
15 pretty obvious, with the jet fuel and everything. And
16 anybody that's spent a lot of time on this island, even a
17 frequent visitor, can tell you that even those dreaded
18 blackberry brambles are starting to be a little stunted.
19 The trees are being affected.

20 The pollution. When we first moved here, I think
21 it was within the first month when we got here, I started
22 smelling something one night and I'm -- I'm like having a
23 heart attack. I thought David spilled some dry cleaning
24 fluid. It smelled like carbon tetrachloride. And I said,
25 "What's that smell? What's that smell? Look in your

1 closet. You spilled something." He said, "No. That's jet
2 fuel." Well, if you can smell it it's in your lungs and I
3 never bargained for that.

4 And shells on the beach right below the base,
5 right at the MWR area where we go camping, shells are gone,
6 tree snails are gone. I don't know about the rabbit and
7 coyote population. We haven't camped out there since we've
8 lived here, but, you know, I can't help but think that it's
9 having a bad effect. And we used to see eagles on the base.
10 Every time we'd go we'd see eagles on the other side of the
11 test cell, but we haven't seen but one since we've been
12 back, and we go down there pretty frequently. And they --
13 they -- you know, the eagles aren't going to stay where the
14 pollution is because they know it's going to affect their
15 capability of reproducing or having eggs with a good intact
16 shell. And the birds get pesticides and jet fuel and stuff
17 like that in their system, they start laying soft-shell eggs
18 and then the babies don't survive.

19 Now, the other concern, some of the Navy
20 supporters are very angry people. They're loud, they're
21 abusive, and sometimes threatening. And I often hear people
22 going, "The Navy was here first." You know, not always
23 true. We know people that were born here, that were here
24 before the Navy. So what do you tell them? Too bad? Tough
25 luck? Eminent domain? No. That's not right. And, "You

1 knew what you were getting into when you came here." Again,
2 not always true. Our previous long-term exposure -- and the
3 longest we had was five months -- we stayed at the Cliffside
4 Park on the bay. And how far was the test cell from the
5 Cliffside Park?

6 (b)(6) : Half a mile.

7 (b)(6) : Half a mile? The test cell
8 is half a mile away, and the runway just a little bit beyond
9 that. The noise was -- it wasn't like this. It wasn't that
10 bad. It wasn't that frequent. And nobody told us when we
11 moved here about the increased incidence of -- with 3,000
12 flight operations. No. When we were camping here, it was
13 probably 2008, it was more like 2,500 then. Nobody said,
14 oh, you know how much more the Navy's been flying? You
15 know, do you know what's going on?

16 The person we rented the house from, who is a
17 retired Navy person, said we were in the intermediate noise
18 zone. We're not. We're right in the center, smack-dab in
19 the middle. Never said anything about the jet fuel smells;
20 never said anything about being in an accident zone, you
21 know. And we have a lease. Even if we -- we couldn't even
22 afford to pick up and move if we wanted to, you know. He's
23 a retired E5. We don't have that kind of money.

24 (b)(6) : E6.

25 (b)(6) : I'm sorry. Did I demote

1 you?

2 (b)(6) : Yes, you did.

3 (b)(6) : I'm sorry, Honey. I'm
4 not -- I'm not -- I have no designation. I'm a retired
5 nurse.

6 Yeah, you know, these people, you say stuff like
7 that, and that's -- what kind of answer is that? So if you
8 don't like it, move. Okay. Well, you know, somebody just
9 front us \$10,000 and -- but we don't want to move. See, we
10 came here and rented this house with the intention of buying
11 a house and staying here for the duration, and we're going
12 to find a way to do that, one way or the other.

13 This place is too beautiful to allow it to be
14 spoiled by the Navy. You know, sometimes I feel like this
15 is, you know, like God's den where he comes just to kickback
16 and take it easy. And he's not going to put up with it.
17 Something's going to happen. Things are going to change, I
18 tell you.

19 And this -- I don't know if you got a chance when
20 you got here to go around town and see these signs that have
21 been put up by the Chamber of Commerce, and it says jets
22 equal jobs, and to me that's an implied threat. I spoke to
23 a small business owner very near the base on Ault Road about
24 the noise, and she said, yeah, true, they've been flying
25 over her house in the last year and they never had before.

1 And I said but, you know, what's the worst thing that could
2 happen if a flying mission left?

3 This place would be a ghost town, she said. She
4 was panicking.

5 I said who told you that? Where's the proof?
6 What about increased tourism? You know, what about
7 something that doesn't create any pollution? There's other
8 jobs that could come here. A call center for a catalog
9 company, some kind of software industry. You know, there's
10 a lot of things that could come here. Plus our -- our
11 tourism that we've lost, those people would be back in a
12 flash. They'd say, oh, yeah, Whidbey Island like it was ten
13 years ago? We'll be there next weekend. There must -- you
14 know, there might be a slight decline in the economy for two
15 or three years, but it would come back in a different and
16 better way.

17 And I don't want to see this situation used as a
18 political football or an economic bully bat. I want this to
19 be solved between the citizens and the Navy. You know, my
20 husband's a military retiree. We absolutely understand
21 what's going on. We like to support the Navy's mission, but
22 when we look around us now and see what's happening to this
23 island, aside from the things that are a mere inconvenience,
24 it's heartbreaking and we can't allow it.

25 Okay. I'm going to stop, and my husband will

1 have a suggestion for you for alternate base locations.

2 * * *

3 (b)(6) : Okay. My name is (b)(6) .

4 I'm retired Air Force. And the address is (b)(6)

5 (b)(6)

6 And when we came here I had a 57-percent hearing
7 loss. Now, my wife -- I'm always asking her to repeat
8 things, and she said, "Couldn't you hear me," and I said,
9 "No," but it's getting worse. And whether that's natural or
10 not I don't know, but being in the Air Force I've worked
11 around jet aircraft my entire time of just shy of 22 years.
12 And everywhere I was at, with the exception of the United
13 States, which was over at Fairchild Air Force Base near
14 Spokane, they had B-52s and KC-135s, and they make an awful
15 lot of noise because they're an older aircraft.

16 As far as the places I've been, I was in Germany.
17 U.S. government had an agreement that any time our pilots
18 were going to do night flying, which they did it two weeks
19 at a time, and we promised them we would not fly after
20 10:00 p.m. unless it was an actual military emergency.
21 Because in Germany they still have the old blue laws such as
22 you don't work on Sunday. If you get caught working on
23 Sunday or doing any kind of work that the Germans consider
24 work, even washing your car, you can receive quite a sizable
25 fine. So therefore we -- we flew F-4s and F-16s there.

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23 Sunday or doing any kind of work that the Germans consider
24 work, even washing your car, you can receive quite a sizable
25 fine. So therefore we -- we flew F-4s and F-16s there.

1 And in Turkey, Turkey was even, I guess, more
2 controlling. Because during a military exercise, the base
3 is owned by Turkey, but the Turkish commander called up and
4 said, "You can stop your exercise," and just like that we
5 stopped. Because at that time the U.S. was involved in
6 negotiations with both Turkey and Greece to sell them
7 military aircraft. And so this is -- I find it really
8 unusual that the Navy and the civilians can't get along.

9 And I know also that there's pollution that comes
10 from them because I have a white car and you get this black
11 dust. And if that's falling on your car, it's bound to be
12 in the air. And we're lucky in the fact that the rain
13 washes the air out frequently, but there's people breathing
14 that dust in.

15 But other than that, we need to come to an
16 agreement because people will not continue to put up with
17 the pollution and the noise. And standing next to an
18 aircraft on the flight line I found you get less noise than
19 when somebody is flying it over your head at 300 feet.

20 So I don't know. I -- I don't see anything
21 really good for the future because -- unless the Navy can
22 come to an agreement. There's people that have had property
23 here for decades, and basically I don't see the Navy
24 compromising. Because I know the military commanders and I
25 know how they operate. And I've actually seen, in the Air

1 Force, commanders that would make up false or bogus
2 information to get their points across.

3 So, I don't know, we didn't really have any
4 complaints as far as the Navy people. We can go in the
5 Exchange and we have the Commissary, which I have those
6 privileges. I'd hate to see them go away, but if it comes
7 down to it I think they need to go away because the
8 increased air traffic increases the chance of an accident.
9 And the way they're flying, I don't see no accident without
10 a real serious mess. Because these aircraft carry a lot of
11 fuel. They carry hydraulic fluid which is toxic. And if
12 one of the aircraft, the newer aircraft, were to burn, the
13 burning creates a type of fiber in the air that can cause
14 serious and permanent lung damage. Because most people
15 aren't thinking of that side of it. You're going to put the
16 fire out, but you have to have respirators to be around a
17 burning aircraft. It all sounds good, but sooner or later
18 it's going to happen. They're going to crash an aircraft in
19 a populated area.

20 So I just -- like I say, if the folks could
21 change their paths of travel -- and I know there's certain
22 approaches they have to make and things like that, but
23 unless they're willing to negotiate or do something -- we
24 have people that are under the flight path that actually
25 won't grow gardens because they don't want to get vegetables

1 that are polluted with this because you don't know what it's
2 actually really going to do to a human without a long-term
3 study, and I'm sure nobody's done that. And I -- that's
4 about it. That's all I have to say.

5 * * *

6 (b)(6) : (b)(6) , (b)(6)
7 (b)(6) , Washington.

8 I, of course, own farmland on the Dugwalla Bay,
9 and I'm concerned about what's going to happen with the
10 water if the Navy pumps more water down that road, if they
11 pump more water in the direction of the dike, and I don't
12 know how they plan to handle that. Presently the Navy is
13 pumping the water to a certain level because it's supposed
14 to be kept at I think 16 feet, but I'm not sure of that, and
15 it makes a lot of difference to the farmers if the water
16 gets too deep in the fields.

17 We bought our farm in 1942 before they started
18 building the base at Ault Field. My husband passed away
19 four years ago, so I'm on my own with the farm now, although
20 I do have help, but I'm -- I just wonder what the plan is
21 for -- I've read a letter in the paper saying that they're
22 going to change the level of the dike in two places and I
23 don't know what that amounts to.

24 Anyway, it -- the way it used to work, they --
25 when they -- the tide would go out, why, the flumes at the

1 that are polluted with this because you don't know what it's
2 actually really going to do to a human without a long-term
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24 Anyway, it -- the way it used to work, they --
25 when they -- the tide would go out, why, the flumes at the

1 dike would open and the water would run down, and then it
2 would -- when the tide came back, why, they would close.
3 But the Navy, when they built their flumes they built them
4 in a different way and they haven't worked, so that's why
5 they have to pump the water out instead of letting it go out
6 by discharge through the flumes.

7 I'm worried about the water getting too high on
8 the farm lands is what I'm worried about. I'm -- we have
9 the diking district there that try to have some control of
10 it. Anyway --.

11 * * *

12 (b)(6) : I'm (b)(6), and I
13 live at (b)(6), which is (b)(6)
14 (b)(6). I'm right in the flight path. I love the sound of
15 freedom, but not in my rooftop. And whatever happened to
16 let this catastrophe happen to us citizens is just atrocious
17 because I've stopped my T.V. cable. We could not hear T.V.
18 over the sound of the Growlers. It's just gotten so bad
19 with the influx of the new planes that you just have to not
20 even carry on a conversation while they're doing their
21 flights. And I appreciate that, and I know that's
22 necessary, but if the Navy can't find a solution to the
23 flight pattern, well, then, they need to buy my house and
24 let me move because I can't -- I'm old. My hearing, if I'd
25 actually had it tested before over the last two years, I

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2 would -- when the tide came back, why, they would close.
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23 flight pattern, well, then, they need to buy my house and
24 let me move because I can't -- I'm old. My hearing, if I'd
25 actually had it tested before over the last two years, I

1 would definitely show a deficit in my hearing.

2 And I just came because I think my voice needs to
3 be heard. And I've called the complaint line and been told
4 that I don't qualify because of where I live and that's not
5 fair.

6 Okay. Thank you.

7 * * *

8 (b)(6) : (b)(6) ; occupation is
9 insurance; address is (b)(6) Oak
10 Harbor, Washington, 98277.

11 In June 1991 the base closure and alignment
12 commission made a unanimous decision. The chairman stated
13 that they never want to see NAS Whidbey or OL -- OLF
14 Coupeville on the base closure list again.

15 Our community is in full support of the Navy; air
16 space, zoning, to protect development for housing, updated
17 all our schools for education of our students, both Navy and
18 civilians. The Navy has been a major part of our island
19 economy for 70 years. Young and -- men and women served our
20 country to provide protection for the USA and against
21 foreign intruders. We need the Navy flying and training
22 here. NAS Whidbey is the best in the Navy.

23 * * *

24 (b)(6) : My name is (b)(6) , and I
25 am -- I am -- I live at (b)(6) in Oak

1 would definitely show a deficit in my hearing.

2 And I just came because I think my voice needs to
3 be heard. And I've called the complaint line and been told
4 that I don't qualify because of where I live and that's not
5 fair.

6 Okay. Thank you.

7 * * *

8 (b)(6) : (b)(6) ; occupation is
9 insurance; address is (b)(6) , Oak
10 Harbor, Washington, 98277.

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12 commission made a unanimous decision. The chairman stated
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23 * * *

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25 am -- I am -- I live at (b)(6) in Oak

1 Harbor. I'm a banker. And I'm here in support of NAS
2 Whidbey, and especially the Growler and its mission over at
3 OLF. But I'm also here because I'm the president of the Oak
4 Harbor Navy League. And -- which has 365 members. And I
5 wanted to just mention all of the things that we do to
6 support the Navy from the Navy League side. And so if you
7 don't mind I'd like to read off this list.

8 We do -- we do an annual awards banquet to the
9 electronic air wing. We also do annual awards to the patrol
10 and reconnaissance air wing. We sponsor the sea and shore
11 sailors of the year and the Marine of the year with an
12 annual luncheon. And that luncheon is coming up next
13 Friday. We do a quarterly newsletter where we do -- where
14 we write articles when squadrons come home, and take
15 pictures and document just the successful missions that the
16 squadrons are on.

17 We host an annual military picnic every September
18 where we provide a free lunch for service members and their
19 families, usually attended by about 2,500 people, 2,500 Navy
20 members. We host an annual welcome-home evening at Whidbey
21 Island Bank for two returning squadrons where we host a
22 dinner and -- and have just good fellowship that evening.

23 We send care packages to sailors on deployment.
24 We also sponsor two NJROTC units, one at Oak Harbor High
25 School and one at Burlington Edison High School. And we

1 issue awards to the outstanding Naval science students or
2 cadets out of those high school units.

3 And I'm here in support, once again, in support
4 of the OLF mission. We want to keep the OLF active and
5 online.

6 * * *

7 (b)(6) : (b)(6) . I am elected to
8 city council for a second term, and -- of Oak Harbor, and
9 I'm also on the Navy League board of directors. And we have
10 lived here on and off; first came here because of the Navy
11 and liked it so well we stayed.

12 (b)(6) , Oak
13 Harbor. We're the last street in the city limits.
14 Actually, half my street is in the city limits. I'm on that
15 half so I could run for office.

16 The Navy needs to stay. It really does. We are
17 so intertwined. I don't know how the city could survive, or
18 the community, without it. I know that 68 percent of the
19 employment for Island County is connected to the base, and
20 88 percent of the revenue is connected to that base, whether
21 it's sailors coming out to town or whatever, or their family
22 visiting and staying in lodging.

23 I have done lots of projects with the Navy
24 outside of -- it was a way for me to say thank you to the
25 town when we were active duty, is to give back the other

1 issue awards to the outstanding Naval science students or
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22 visiting and staying in lodging.

23 I have done lots of projects with the Navy
24 outside of -- it was a way for me to say thank you to the
25 town when we were active duty, is to give back the other

1 way. So I got very involved with Navy League which is
2 giving out awards. In fact, we're doing a luncheon for
3 about 200 of the sea, shore sailor of the year. And we will
4 honor all the honorees from any of the commands that have
5 nominated them. And we have a top six and then the top
6 three, I think. And so that's always exciting.

7 I sponsor, for 12 years now, a military
8 appreciation picnic so that the idea is that it's not the
9 town versus the Navy or vice versa. And it's a free picnic
10 for the whole community. I have someone that smokes 600
11 pounds of pork and pulls it and makes sauce, and we have a
12 band, and we have kid games, and it's just -- to hear a
13 young mother come with probably most of the neighborhood and
14 to have her say, "This is the nicest thing anyone's ever
15 done for me since we've been in the Navy," or to have a
16 child say, "Wait until I tell my daddy there was a picnic
17 for me today," that's all it takes.

18 But I can remember during Desert Storm someone
19 from my home church in town just -- I didn't know them, but
20 they gave me a hug at the right time. We lost a plane the
21 second day of the war. So I -- we can't give up the town,
22 and it's just important because so it's intertwined with the
23 community and they've got to stay and they need to train.
24 And I'm sorry, there are hours and days and months where
25 there's no training, and then you get a call, depending on

1 schedules, and you have four squadrons that need to bounce
2 and qual before they go to sea.

3 So -- and there's -- for, let's see, 22 years you
4 can't buy or sell a piece of property in Island County, it
5 is in your title, and if you are in a noise zone, you know
6 it. They make you initial it and you know exactly where
7 you're buying. And I think that's marvelous. I think we're
8 the only county that requires it in the whole state. That's
9 it.

10 * * *

11 (b)(6) : (b)(6), (b)(6)

12 Drive, Oak Harbor. The comment is on actual decibel
13 readings instead of computer models, reading as the actual
14 noise coming from the aircraft. Basically we need something
15 other than a computer-generated model. We need actual
16 physical readings. That's my comment.

17 * * *

18 (b)(6) : My name is (b)(6)

19 My address is (b)(6), and I am vice president of
20 sales and marketing for a health care technology company
21 called Care Evolve.

22 All right. And my statement is in support of,
23 you know, giving our troops the necessary facilities that
24 they need to perform their mission. I highly encourage them
25 to keep training at Outlying Field in Coupeville.

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1 And I represent Oak Harbor Rotary, the Boy Scouts
2 of America, Oak Harbor Youth Football and Oak Harbor High
3 School Football as a board member of all of them and head
4 coach at the high school.

5 And I want say that Oak Harbor needs the Navy to
6 stay, and we want our planes to keep flying and do whatever
7 they need to do to keep our people safe.

8 * * *

9 (b)(6) : All right. My name is (b)(6)
10 (b)(6) I -- I am a school teacher with the Oak Harbor
11 School District. I live at (b)(6). That's
12 (b)(6), in Oak Harbor.

13 I want to thank the Navy for going out and doing
14 this. I want to thank them for the great information, and I
15 think that -- that the proposal is a good one. I think it's
16 good for the community and -- and I support it a hundred and
17 ten percent.

18 (The Public Scoping Meeting concluded at
19 8:00 p.m.)

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2 of America, Oak Harbor Youth Football and Oak Harbor High
3 School Football as a board member of all of them and head
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PUBLIC SCOPING MEETING

(4:00 p.m.)

(b)(6) : (b)(6) , (b)(6)

(b)(6) Mukilteo, Washington, 98275. I'm a retired teacher.

I am concerned about the impact of military planes in the Glacier Peak Wilderness, particularly in the White Chuck and Suiattle River Valleys where I have observed them on numerous occasions flying at very low levels, just above the trees. I assume they're on training missions. These flights have a -- have great impact sound-wise. They're inconsistent with the Wilderness Act of 1964, and I -- I would like to see them conduct -- those training missions conducted somewhere else. Thank you.

* * *

(b)(6) : (b)(6) , (b)(6) ,

Anacortes, Washington, city council member elect of Anacortes and business owner.

I am pleased that the Navy is continuing to invest in the Pacific Northwest and Naval Air Station Whidbey. Naval Air Station Whidbey will continue to be the center of excellence for electronic warfare long into the future. The ease of access to ranges and the Pacific are in support of our national defense strategy shift to Asia. Anacortes welcomes the additional E-18 and P-8 families to

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1 join our other military families residing in Anacortes. We
2 hope some of our fellow citizens understand the important
3 role NAS Whidbey plays in our national defense.

4 (The Public Scoping Meeting concluded at
5 8:00 p.m.)
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David King

Mayor

250 Madison, Suite 2

Port Townsend, WA 98368

360-379-5047 Cell 360-301-2255

dking@cityofpt.us

December 30, 2013

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

Dear Sir:

As the Mayor of the City of Port Townsend I formally ask for an extension of the comment period for this EIS beyond January 3rd, and for a scoping meeting for our community. I was unaware of this project and that the EIS that had been under development since September until informed of it only last week by a resident of Whidbey Island. We are directly affected by operations at Whidbey NAS and I often hear complaints or expressions of concern about the overflights and noise produced by operations at the base. Despite this impact I am not aware of any formal or informal notification of this process from the Navy to the City. If the City has overlooked this I apologize, but I think it essential that our community have an opportunity to make comments that become part of the formal record of the EIS.

Thank you.

Sincerely,

A handwritten signature in black ink that reads "David King". The signature is fluid and cursive, with the first name "David" being larger and more prominent than the last name "King".

David King
Mayor
City of Port Townsend



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

December 30, 2013

Captain M. K. Nortier
Naval Air Station Whidbey Island
Department of the Navy
3730 North Charles Porter Avenue
Oak Harbor, Washington 98278-5000

Re: EA-18G Growler Airfield Operations
Log No.: 112513-01-USN

Dear Captain Nortier:

Thank you for contacting our department regarding the Public Notice of the preparation of an Environment Impact Statement (EIS) for EA-18G Growler Airfield Operations at Ault Field and at Outlying Field (OLF) Coupeville, Naval Air Station Whidbey Island, Whidbey Island, Island County, Washington.

We believe that cultural resources are a critical topic to address in the proposed EIS. We also look forward to consultations pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR 800.

For Section 106 compliance we request consultations on the Area of Potential Effect (APE) for the operations to address effects to historic properties including audible, visual, direct and indirect effects to historic properties. Please consult on the proposed identification efforts and methods for evaluating impacts.

We would also appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in compliance with the Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations 36CFR800.4. Should additional information become available, our assessment may be revised.

Sincerely,

Robert G. Whitlam, Ph.D.
State Archaeologist
(360) 586-3080
email: rob.whitlam@dahp.wa.gov



(b)(6)

Anacortes, WA 98221

EA-18G

EIS Project Manager (Code EV21/ss)

NAVAL Facility Engineering Command Atlantic

6506 Hampden Blvd.

Northfolk Virginia, 23508

Dear Sirs:

I want to thank the NAVY for allowing me to comment and voice my concerns regarding the deployment of the Growlers to NAS Whidbey. I am not Anti-military, having served in Vietnam with the NAVY 1968-1969. I am very concerned for the safety and health of my neighbors and the Anacortes community.

Safety

This training facility has had (Whidbey) serious safety mishaps. I have lived in Anacortes for over 30 years and have witnessed consistent, multiple flights over schools, oil refineries, hospitals & public spaces. A catastrophe is waiting to happen. These young pilots stray away from established NAVAL operation boundaries and jeopardize our safety.

Health

High decibel levels on a continuing basis have been proven in many research tests to be detrimental to the health of people living & working in the direct vicinity of overflights. I have measured, with my low tech decibel gage, 70 decibel readings outside my home. The DEIS should measure decibel levels in school classrooms, hospitals, private homes and public places. These measurements should take place when actual

actual flights are taking place. Late flights that often¹²⁶² occur after 10 p.m. are particularly detrimental to positive health. Children are aroused from sleep, especially due to multiple fly overs. Lack of control of noise leads to unhealthy frustration & helplessness.

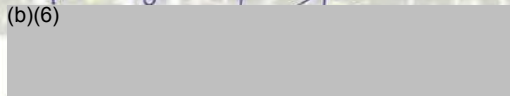
Conclusion

This current EIS procedure, which states the Growler will not adversely change the existing noise levels, does nothing to alleviate our concerns about health & safety impacts. The existing problem is based on a faulty assumption that there was an adequate impact assessment for the growlers. There was not. We should be looking at the development of an alternative or supplemental practice field and a reduction of flight operations around high density population centers. The Northwest is growing exponentially - we are not the same community that welcomed the Navy in the 1950's.

Thankyou for the opportunity to express my deeply held beliefs that what is best for us is also good for the Navy

Respectfully

(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF
Date: Monday, December 02, 2013 18:41:51

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: None.

(b)(6)

Teronda West Resident

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Environmental Impact Statement (EIS) for Growler Operations at Naval Air Station Whidbey Island
Date: Tuesday, December 03, 2013 11:01:59

I wish to be included on the Navy's mailing list for the EIS (or to receive a CD copy of the Draft EIS once it is prepared.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheEbeyReserve@gmail.com
Subject: EIS for "Growler" operations at Coupeville OLF
Date: Monday, December 02, 2013 17:27:40

From: Ken Pickard [<mailto:noreply@list.moveon.org>]
 Sent: Monday, December 02, 2013 1:27 PM

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."

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OTHER COMMENTS: I have been deafened by planes doing practice flights over my house. I can no longer hear music or hear what is being said at meetings, even though I wear hearing aids. I don't want this to happen to anyone else.

(b)(6)

Oak Harbor, WA 98277

From: (b)(6)
To: citizensoftheebeyreserve2@gmail.com; [NAVFAC LANT VAO ops EIS](#)
Subject: "Growler" Operations at Coupeville OLF
Date: Wednesday, December 04, 2013 10:48:48

Dear Naval base people,

While I appreciate your commitment to my freedom and safety, I am asking for a review of 'growler' flights for the following reasons:

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."

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Thank you and happy holidays,

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Concerns about EA-18G EIS
Date: Thursday, December 05, 2013 13:53:02

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

SCOPE:

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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.

Thank you for considering these concerns,

(b)(6)



Lopez Island, WA 98261

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyssreserve2@gmail.com
Subject: GROWLER EA-18G OPERATION CONCERNS
Date: Tuesday, December 03, 2013 18:16:47

(b)(6)



(b)(6)



Coupeville, WA 98239

For Consideration to the Environmental Impact Statement regarding the EA 18G Growlers at OLF Coupeville.

NOISE: It is imperative that the EIS studies REAL TIME noise exposure measurements . Day and Night averaging is NOT an accurate reflection of noise exposure.

Noise exposure is measured in all other industries in real time and it is well documented that noise exposure above 85dbA over specific periods of time will cause hearing loss and tinnitus.

Hearing loss and Tinnitus are the the most compensated disabilities for all veterans, costing the taxpayer 7,500,000,000.00 (BILLION) between 1977-2005 (DOD) and 786 million in 2005 alone. That was before the Growlers started flying at the OLF Whidbey Island. There is a significant emphasis in the military to reduce the cost of these injuries through education, hearing tests and noise protection. Citizens are not given the same consideration.

It is impossible to function outside our homes during flight operation without causing permanent hearing loss and

tinnitus. During one day in May 2013 I measured the noise emission between 119-129dBA for 6 hours. This, of course, significantly increased our stress level, raising our blood pressure and decreased the quality of our lives. It was, literally torture. The thought of this resuming in January with more and more flight operations is already detrimental to our quality of life and mental health.

In our home, built with standards that are supposed to attenuate the noise, you cannot have conversations, listen to radio or television, or sleep. If you are a working person or a student this reduces performance and learning. This must be addressed in the EIS.

Noise and Sleep Deprivation are a form of TORTURE as defined by the Geneva Convention.

Again, REAL TIME measurements and the effects on a population must be made.

SAFETY: We live a CRASH Zone. Should there ever be an accident there would be many lives lost. A new Island Transit Bus barn is almost at one end of the OLF. A national park, a local park where children play, Island County seat, 2 schools, and the only hospital on the whole island (more and more military families will be treated there since there are plans to close the hospital at NAS Whidbey.)

The effects of noise and its impact on learning, work productivity and health recovery need to be addressed by the EIS.

REAL ESTATE VALUES: Address how real estate has been impacted in central Whidbey. I know that the value of our home has dropped significantly as many other homes in this area. There are many people that cannot sell their home due to the noise. This reduces the tax base to our community which has a significant impact on our community particularly in regards to safety.

ENVIRONMENT: We live in an environmentally sensitive area with both the former Pheasant Farm which has committed itself to preserve rare prairie grasses and Ebey's Reserve. Coupeville is the second oldest incorporated community in Washington state and major efforts have been made by citizens to preserve its character.

Penn Cove and Saratoga Passage are still relatively pristine waters.

The EIS needs to evaluate the impact of the jet fuel emission, noise and possibility of a crash on any of these areas.

BUSINESS: Tourism is dramatically impacted by the amount of noise emitted when there are flight operations at the OLF. The impact of this needs to be evaluated by the EIS.

In addition we do not understand why a field that was built in 1942 for planes that were used during WWII is still being used. It is outdated. The planes of the 21st century cannot land there because it is too short. Secondly why are those horrible blocks of concrete supposedly protecting a field: from what???? It looks like we have our own little Berlin Wall.

“August 2013 (b)(6) Commanding Officer, Naval Station Everett and B.Bolivar, Rear Admiral, Commander , Navy Region Northwest stated "We are proud of our environmental stewardship and are committed to operating in an environmentally responsible manner where national defense and environmental protection are, and must be, compatible goals.

Our vision is to be recognized as an environmentally friendly neighbor, actively engaged in community outreach, resource conservation and pollution prevention while effectively executing the Navy mission. Our policies include integrated support from tenant commands to the installation Commanding Officers to instill a culture of environmental stewardship and continual improvement.

The chain of Command will support the attainment of environmental objectives and targets and ensure that personnel consider environmental impacts when executing their mission.

We are committed to: Continual Improvement, Awareness, Resource Conservation, Environmental Compliance. “

We wish for the EIS regarding the Growlers to take that mission statement and answer the concerns of our small community.

Respectfully,

(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: GROWLERS EA-18G Concerns
Date: Tuesday, December 03, 2013 18:08:53

(b)(6)

(b)(6)

Coupeville, WA 98239

(b)(6)

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Respectfully,

(b)(6)

286 Marine Dr.

(b)(6)

December 29, 2013

AE-18G Growler EIS Project Manager
Naval Facilities Engineering Command Atlantis
6506 Hampton Boulevard
Norfolk, VA 23508

Attn: Code EV21/SS

Dear Sirs:

Just a few comments on the situation at the Outlying Field a Coupeville, WA. My husband and I bought our property near Coupeville in 1990. We signed the statement that we knew there would be practice held at OLF. At the time the planes were practicing 3 days a week for 2 to 3 hours. Not a big deal. We could live with that without a problem. However, last spring the practices were 5 days a week for 8 to 10 hours a day. In addition, the planes are much louder than they were 23 years ago. It is not reasonable to subject humans or animals to that kind of constant noise and harassment. If the Navy were at all reasonable this whole affair would not have blown up.

The Navy chose OLF because of the low population around here. It may be of interest that the population density of Island County (where OLF is located) has a population density that is greater than that of King County where Seattle is located. How about practicing at SEATAC airport, Boeing Field or Payne Field in Everett, if a lower population density is needed? Practically, there is a whole lot of eastern Washington where the population density is very low. How about moving the practice there? In an emergency the planes land at Moses Lake anyhow. Why not practice there?

Sincerely,

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Tuesday, December 03, 2013 19:08:41

----- Forwarded message -----

From: Ken Pickard <noreply@list.moveon.org>
Date: Mon, Dec 2, 2013 at 1:27 PM
Subject: Be Heard By The U.S. Navy
To: (b)(6)

As a result of our federal lawsuit the Navy has agreed to prepare a detailed Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville. We have a very limited time for each of us to input what we think should be researched and addressed in the EIS. Please, Please take the time to send in your comments via email or hard copy letter to make this scoping of the EIS process effective. Thank you. Ken Pickard

6. Send 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.

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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.

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OTHER COMMENTS: (type any additional comments you have here)

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-6302223-VGNmn2>

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(b)(6)

From: (b)(6)
To: NAVFAC LANT VAQ ops EIS
Cc: citizensoftheebeyreserve2@gmail.com
Subject: [EEMSG: Marketing]Comment
Date: Thursday, December 05, 2013 0:42:08

Subject: Better instructions for sending EIS Comments to the Navy
 From: CitizensoftheEbeyReserve2@gmail.com
 To: (b)(6) m
 Date: Fri, 29 Nov 2013 18:58:16 +0000

View this email in your browser <<http://us7.campaign-archive1.com/?u=269879c92fe2bdd89bd286a14&id=97c8da8d69&e=13c0a8aa2c>>
 <<https://gallery.mailchimp.com/269879c92fe2bdd89bd286a14/images/coerpng5e5a025b4c047241b0.PNG>>

Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF EA-18G EIS Project Manager (Code EV21/SS).

To the Navy: WhidbeyEIS@navy.mil
 Copy to: citizensoftheebeyreserve2@gmail.com
 From: (b)(6)

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.

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OTHER COMMENTS: (type any additional comments you have here)

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 You are receiving this email because you have an interest in events that impact Central Whidbey.

Our mailing address is:

Citizens of the Ebey's Reserve
 P.O. Box 202
 Coupeville, WA 98239

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(b)(6)

Coupeville, WA 98239

(b)(6)

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

December 31, 2013

To whom it may concern,

We would like to comment on environmental effects associated with ongoing and future EA-18G growler 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, Thomas 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)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Monday, December 02, 2013 22:28:28

----- Forwarded message -----

From: Ken Pickard <noreply@list.moveon.org>
Date: Mon, Dec 2, 2013 at 1:27 PM
Subject: Be Heard By The U.S. Navy
To: (b)(6)

As a result of our federal lawsuit the Navy has agreed to prepare a detailed Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville. We have a very limited time for each of us to input what we think should be researched and addressed in the EIS. Please, Please take the time to send in your comments via email or hard copy letter to make this scoping of the EIS process effective. Thank you. Ken Pickard

1. Select FORWARD from your email
 2. In your email TO: type WhidbeyEIS@navy.mil
 3. In your email cc: type citizensoftheebeyreserve2@gmail.com
 4. You can now enter your Name and Comments in the document inserted below
 5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
 6. Send 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:

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OTHER COMMENTS: (type any additional comments you have here)

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<<http://petitions.moveon.org/o?i=17437-6332715-hdhEiR>> Please PLEASE listen to the citizens of Coupeville and Ebey's National Historic reserve! We live under the thundering roar of those EA18G Growlers. We can not carry on a conversation when the jets are flying. We are asking you to relocate the flight training to another safer non-populated area rather than the old WWII Coupeville OLF. You have successfully re-located the training to another field for the past 6 months, why not close Coupeville OLF permanently? As a retired RN, I am very concerned with the health effects not only on hearing, but the jet fuel pollution, and psychological effects on humans. Health and safety must be top priority as the Navy strives to protect and defend all United States citizens. You must expand the EIS scope of study to include both EA-18G and EA-6B jets. Please test the noise levels on the ground in real time, rather than model averages. The levels of noise damages livestock, pets, and wildlife. These creatures have no voice, yet are deeply effected by noise.

I am proud to be a citizen of the USA and proud of our national defense and US Navy. I only ask that you respect me and my fellow citizen's health, safety, and sanity. Thank you.

--

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Cc: [Citizens](#); (b)(6)
Subject: Environmental Impact Statement
Date: Tuesday, December 03, 2013 17:36:02

I am writing concerning the EIS for "Growler" operations at the Coupeville OLF. I have many concerns about the effect the "Growler" operations have on the health and safety of the citizens of Coupeville and the surrounding area. First, let me state that I am supportive of the US military for its many roles to "protect and serve" the citizens of this country. My husband is an "army brat" and went to serve as an officer in Viet Nam five days after our wedding so I am familiar with the sacrifices that military families must make.

As a new resident here, I was given a statement to sign before purchasing a home in Coupeville. The statement was not definitive and only stated that homes in Coupeville were in the flight path of the Navy and that there would be some flights in this area. The statement was not the official Navy statement and had no mention of the noise level or frequency of the flights. After moving to Coupeville, we were surprised to find that we would have to endure aircraft noise exposure day and night during the "growler" training sessions. If we had been told of this situation before our home purchase, we would have made a different decision.

I recently attended a forum on jet noise and your health in Coupeville with experts from the state of Washington in environmental health as well as individuals from the Northwest Pediatric Environmental Health Specialty Unit (PEHSU). These experts presented research results that clearly show the negative effects of aircraft noise on adult and child health. The Washington state official stated that if the noise levels at OLF were from a private company, they would be illegal and company would be responsible for remedying the situation. It is clear from recent tests at OLF by an independent firm that the noise levels produced by the growlers are well above the levels requiring hearing protection and frequently high enough to cause permanent hearing loss.

In addition to the health hazard from the noise level, there is a genuine safety issue. Accidents do happen and the flight pattern at OLF is extremely close to densely populated areas in addition to elementary, middle, and high school buildings. When the outlying field was built in the 1940's era, it probably was an "outlying field" but today it is part of the suburban and urban area of Coupeville. The Navy would certainly not choose to place a practice field in this area today.

I am pleased that the Navy is preparing a detailed environmental impact statement and urge them to test real time noise levels on the ground and not averages that include non-operational times. After all, we are enduring "real time" noise levels not average noise for non-operational times.

In conclusion, I would like to state that the Navy has an obligation to protect all of the citizens including those of us in the noise zone for the growlers. Our health and safety should be as high a priority as pilot training. Certainly, the Navy is capable of creating an alternative to the training at OLF that will meet the needs of the pilot without causing so much harm to the individuals in the surrounding area.

Thank you for your consideration.

(b)(6)

Coupeville, Wa

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Comments for the Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville
Date: Tuesday, December 03, 2013 7:07:09

TO WHOM IT MAY CONCERN:

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

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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: My home sits directly in the flight path of the Navy's flight training in the Coupeville OLF area. The noise from the jets is overwhelming and painful. A friend of mine from out of state was visiting me one day, sitting on my deck, when a jet approached my house. The jet was so low that my friend thought the plane was going to crash into my house and screamed out to me. When I bought this house, I had NO IDEA whatsoever that planes would be flying SO CLOSE to my home's roof and so late at night. The pain from the jet noise is excruciatingly painful and I believe it causes harm to my hearing. What am I supposed to do? Should I have all guests, friends and family wear special protective hearing devices? These noise levels need to be retested. I am also

very concerned about the possibility of jets possibly crashing into my home. These are training flights after all. Mistakes do happen. I am also concerned about the excessive air pollution from jets, including the dropping of unused jet fuel into the atmosphere over the area.

Dec. 28 - 2013

1277

To EA-186 Growler EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Blvd
Norfolk, VA 23508
Attn: Code EV 21/55
www.whidbeyeis.com

From (b)(6)

Lopez Island, WA 98261

I am a 40 year resident here on Lopez Island and I am very concerned that you are considering to increase growler operations and bring an additional 12 aircraft to NAS Whidbey. The noise of these flights have caused damage to my ears and brought on hearing problems. I have to cover my ears when your often loud, noisy low flights go by. - The noise at night are sometimes very severe and keep me awake for hours - they are very stressful. Averaging the noise levels does not address these problems. Bringing in more aircraft and increasing training programs will only make matters worse. Puget Sound and the San Juan Islands need to be environmentally protected from noise and water pollution and increasing these degradations needs to be stopped. - We need a 60 day extension of the EIS scoping process with a meeting in San Juan County.

Sincerely -

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Re: Concerning Growler EIS Whidbey Island
Date: Tuesday, December 03, 2013 13:13:20

Thank YOU, for taking this on and following through so well. Let's hope the democratic system works for us.
 patricia

On Mon, Dec 2, 2013 at 6:47 PM, patricia duff <patriciajeanduff@gmail.com> wrote:

To whom it may concern, respectfully, at the U.S. Navy,
 When preparing your detailed Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville, please consider these points:

- * **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.

Thanks very much,
 (b)(6)
 Coupeville

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(b)(6)

(b)(6)



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(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Concerning Growler EIS Whidbey Island
Date: Monday, December 02, 2013 21:50:36

To whom it may concern, respectfully, at the U.S. Navy,
When preparing your detailed Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville, please consider these points:

- * **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.

Thanks very much,
(b)(6)
Coupeville

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(b)(6)



NOISE LEVEL UNACCEPTABLE The U.S. Navy is preparing an Environmental Impact Statement re: potential impact of adding 13 "Growler" fighter aircraft to the Whidbey Island fleet. Consider— the fox preparing a report on the security of the henhouse.

Whether its growlers or prowlers, the present noise level is more than this resident can bear. Citizens of Ebey's Reserve for a Safe, Healthy and Peaceful Environment filed lawsuit because of jet noise levels. They reported that sound generated at the naval station far exceeds Occupational Health and Safety Administration standards.

Indeed, that also includes the southwestern part of Fidalgo Island. Population density is low, so the Navy thinks it doesn't matter? It matters. No one should have to put up with, under the name of freedom, this warlike intrusion into private lives. Citizens have a Right to Peaceful Enjoyment.

No consideration is given residents. I recall a recent Canoe Journey celebration: thousands enjoying a feast on the Swinomish Reservation when the flyover directly above the tents terrified people, especially visitors unaware of these horrendous intrusions. What were those pilots thinking?

This is unacceptable behavior. There is a whole huge ocean out there. Tell me why you have to play over our homes?

The poet Rilke wrote about the Blue Hour: "It's once again the hour of silvering, the pure metal mixed with evening's sweetness adds to the slow beauty, the slow return of musical quietness. Noise scattered throughout the day, depart, arranges itself, becomes once more the waters voice."

The Blue Hour, that wonderful time of day when your solitude will expand and become a place where you can live in the twilight, where the noise of other people passes by, far in the distance. Not here. Unfortunately, that right of enjoyment is not possible. Evenings on the porch succumb to pilots passing directly over the bays where sound amplifies, and then inland, rumbling away into the distance. Then, 'gotcha' again, and again, and again, as you try to sleep - sometimes after 11 pm.

And the vibrations — rumbling vibrations that shake my house, disarrange pictures on the wall. My dog cowers; I close my eyes. The overwhelming sound of the jet is too close to my home not to think that the pilot may be totally out of control.

The noise level is totally unacceptable. We should not be forced to live with this negative impact on our lives. The naval site in essence has evolved into a public nuisance threatens the welfare of our community and overrides the quiet enjoyment and use of my property.

A disgruntled resident and homeowner, S. Empie, LaConner, WA

Do not publish my name. Who would buy a home shaken to its core?

.....

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: OLF flights - feedback
Date: Friday, December 06, 2013 14:37:09

This is the first time you have heard from me. I am forwarding the boilerplate comments provided by COER, because I wholly agree with them and cannot say them any better.

On a personal note, we purchased our lot (in Pheasant Farm Acres near OLF) and signed a statement acknowledging the noise. After witnessing OLF practice activities a few times, we built a home designed to mitigate flight noise. Our former Winslow, AZ home was 1.5 miles from a small airport, 1 mile from a major rail route (80+ 1-mile trains daily) and .5 miles off Interstate 40 (no sound barriers, near a hill with hundreds of semis grinding up, then downshifting into town @ 75 mph). OLF noise seemed to be much less of an impact. However, since we moved here in 2009, we have noticed the frequency and duration of practice has increased significantly. The planes fly unnecessarily low over our property. The Saratoga Passage shoreline is a mile from the touch-down field, why should planes be so low I can see the pilot's face from the kitchen window? When practice begins around noon and continues (intermittently -- but frequently) until after midnight, it definitely affects not only the hearing, but also the moods (emotional well being) of everyone in the house. Such frequent close flights also threaten the health/integrity of the native forest we and our neighbors have taken such care to preserve around our homes.

My family has not attended any of the community meetings, nor have we ever called the Navy to complain when we thought the noise was too loud. Please, however, know that we do believe the noise has already increased past reasonable, healthy, or tolerable. It is absolutely time for a thorough, unbiased EIS and subsequent changes.

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.

(b)(6)

Coupeville

From: (b)(6) .
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Re; Growlers at Whidbey Naval Station
Date: Monday, December 02, 2013 19:05:04

Dear Navy staff;

This early Spring we have had a very bad experience visiting Coupeville, due to the continuous roar of the planes that kept sweeping over the Penn Cove at 125 dB measured at our deck.

The city of Coupeville will be seriously affected by the extra noise of low flying planes in the area. Plus you will destroy the reputation of the city as a tourist destination and there will be a negative impact on the beautiful Ebey landing preserve.

Planes are not allowed to fly so low over the Coupeville city limits, we could see the eyes of the pilot and it is illegal to make so much noise in the city limits. Who will enforce this from your end?

At this time you are harming the local economy and its citizens hearing plus the wild life eco system. Did you know that mice will die at 120 dB? What about the eagle habitat.? Contractors have to wait to build due to too much noise for the Eagles and the Navy can come in at all times...? There is no logic to this.

Flying close to any local community in the USA does not strike me as a brilliant image builder with the outrages noise factor. There are plenty of airstrips in the USA, away from citizens that are much better for low flying practicing.

The plane and pilot drills are somewhat outdated since the drones will take over these activities shortly, so it is time to discuss and analyze the future for the city of Coupeville and the poor marketing activities of the Navy.

The current local house prices are dropping and our taxes are going up. There should be a serious tax break negotiated, for home owners and local business, when you do so much damage to a local economy. New home builders have special codes for new noise ordinances in this area. The extra cost for the home owner involved is high and the actual outcome a pathetic joke, since nothing will stop this tremendous noise in a " regular home", when those planes zoom over.

The OLF activities are outdated and there are too many houses surrounding the area, so the Navy has to evaluate the future training area, since you will bring more citizens in danger.

Making a lot of noise in a quiet tourist location is not the way the Navy should treat other citizens, since the local tax base will be shrinking due to your poor management decisions.

Time to start thinking and discussing new options and move on....

We appreciate your serious thoughts and comments on this subject.

Kind Regards,

(b)(6) .

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA-18G Growler Environmental Impact Statement
Date: Monday, December 02, 2013 20:39:30

Dear United States Navy:

I am writing to express my concerns about the EA-18G Growlers as you prepare your Environmental Impact Statement regarding this particular aircraft flying out of the Naval Air Station Whidbey Island and OLF Coupeville. Please consider the following:

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.

Thank you for your consideration and attention to this important matter.

Sincerely,

(b)(6)

North Bend, WA 98045

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: OLF Coupeville
Date: Tuesday, December 03, 2013 8:19:05

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.

Thank you for putting time against this issue.

(b)(6)

Coupeville

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Fwd: Be Heard By The U.S. Navy
Date: Tuesday, December 03, 2013 14:41:12

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.

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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: It is imperative to consider the health of citizens before a military agenda.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EAG-18G EIS Project Manager (code EV21/SS)
Date: Tuesday, December 03, 2013 12:19:33

to whom it may concern
 & it does concern all of us on this island, in this country & on this planet!

All of the following concerns should be addressed in the EA-18G ³Growler² 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 ³well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss.²

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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.

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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.

from (b)(6)

December 27, 2013

To: EA-18G Growler EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: CodeEV21/SS

(b)(6)



Friday Harbor, WA 98250

As homeowners located on the SE corner of San Juan Island, WA we are concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons and the addition of three Growler aircraft to the training squadron. The twelve Australian EA-18Gs and their three year training program mentioned in the Navy's November 8, 2013 press release need to be included in the EIS.

The 2005 Environmental Assessment analyzed fifty seven Growler aircraft. It is our understanding that the number of aircraft to be based at NAS Whidbey is proposed to be ten attack squadrons (five aircraft per squadron) and ten EA-18G expeditionary aircraft for a total of sixty EA-18Gs and sixty nine P-8's. This is a total of one hundred and twenty nine aircraft, an increase of one hundred and twenty six percent in the number of aircraft operating in our area since the 2005 EIS.

We are told that we live in a low noise area because the Navy chooses to measure noise we receive using averages over a twenty four hour period. Our ears do not average noise. Real-time noise events need to be measured and used for determining community noise impacts.

Over the past months there have been several incidents when Navy jet aircraft have passed over our neighborhood at low speed and very low altitude causing a great deal of noise. Our community is not located in close proximity to NAS runways and we object to low level flight operations being conducted over Cattle Point on San Juan Island. There is well documented evidence showing correlations between numerous serious health and sleep disorders caused by elevated noise levels.

We are also concerned about the effect that jet emissions, exhaust and residues will have on humans, water and air quality. The EA-18G uses 1,200 gallons per hour of JP-5 fuel which seriously contaminates the flight operations vicinity including the sensitive waters, endangered species, National Monument lands and National Parks located near our community.

Finally, the economy of San Juan Island is largely based upon tourism. Visitors from all over the world come to enjoy the pristine beauty and solitude of our island. The increased intrusive noise and over-flights will have a very negative effect on our fragile economy and should be carefully studied.

Respectfully,

(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Monday, December 02, 2013 23:15:07

I live in Port Townsend and am writing to request that the EIS evaluate the noise from the NASWI including the Coupeville OLF.

I moved to Port Townsend in 2003 and have found the noise from Whidbey Island Naval Air Station to be disturbing and uncomfortable. It has affected my quality of life significantly. Since operations have ceased at the Outlying Field in Coupeville, it has been a big improvement and I hope that the OLF will be permanently closed.

It would be ideal if the Navy would move all Prowler and Growler units away from this area. It is unfair to the thousands of people who live here to impose this noise which often lasts for long periods at night. Noise is a major contributor to stress and raises blood pressure. People who have chosen to live in this rural area generally would like to experience a quiet environment.

Please evaluate fully the impact of this noise on the lives of residents on Whidbey Island and in Port Townsend.

(b)(6).

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."

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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.

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OTHER COMMENTS: (type any additional comments you have here)

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-6957009-9UxinT>

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<<http://petitions.moveon.org/o?i=17437-6957009-9UxinT>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS comments
Date: Wednesday, December 04, 2013 23:52:02

Hello,

I live at North Beach in Port Townsend and am affected by the noise from the naval air station on Whidbey.

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."

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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.

Thank you,

(b)(6)

<<http://petitions.moveon.org/o?i=17437-2159376-GPbexw>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Be Heard By The U.S. Navy
Date: Monday, December 02, 2013 21:25:19

As a result of our federal lawsuit the Navy has agreed to prepare a detailed Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville. We have a very limited time for each of us to input what we think should be researched and addressed in the EIS. Please, Please take the time to send in your comments via email or hard copy letter to make this scoping of the EIS process effective. Thank you. Ken Pickard

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: i have lived under the flight path for 23 yrs and never have i complained..not until the growlers started flying...they are unbelievably loud inside my home...please move them to a safer site..its just not safe here anymore...

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-1821388-qOhhdY>
 Want to make a donation? MoveOn is entirely funded by our 8 million members—no corporate contributions, no big checks from CEOs. And our tiny staff ensures that small contributions go a long way. Chip in here.

<https://civic.moveon.org/donatec4/creditcard.html?cpn_id=687>

<<http://petitions.moveon.org/o?i=17437-1821388-qOhhdY>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Concerns to be addressed in the EA-18G "Growler" EIS
Date: Tuesday, December 03, 2013 11:51:25

To whom it does concern,

You have read many messages that follow the outline below, so I won't try to improve upon them – I agree with them all. I will say that I was aware of the noise issue when we bought the property. After the Navy agree to route the planes over the water at night, the situation became more tolerable. However the new planes are louder and the increase in the number of flight far exceeds anything we expected. The statements made by the Navy that the new planes would not be a problem - that now constitutes a falsehood, perhaps an outright deception – the Navy lied to us. Close OLF for good.

Thank you for considering our position in this matter.

(b)(6)
 Coupeville, WA 98239
 (b)(6)

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."

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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.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [Citizens of the](#)
Subject: Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF EA-18G EIS Project Manager (Code EV21/SS)
Date: Tuesday, December 03, 2013 17:23:30
Attachments: [MY EIS COMMENT FORM.pdf](#)

**Comments to the Navy regarding the EIS for “Growler” Operations at Coupeville OLF
EA-18G EIS Project Manager (Code EV21/SS).**

To the Navy: WhidbeyEIS@navy.mil
Copy to: citizensoftheebeyreserve2@gmail.com
From: (b)(6)
 [REDACTED]
 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.

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.”

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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.

PERSONAL COMMENTS:

1. The Geneva Convention IV states that civilians are afforded the protections of inhumane treatment. My home is on high bluff waterfront overlooking Penn Cove, just within the City of Coupeville limits off of Parker Road. When the Navy conducts touch and go exercises 200 feet over my house for four hours at a time past midnight they are torturing

- me. I am terrified that a jet will crash into my home. I cannot sleep. I feel like I'm in a war zone. It has severely compromised my health. During the summer of 2012 my husband and I experienced ear pain and ringing of the ears. My dog was hearing perfectly the week before Father's Day and the day after the jets did their four hours of touch and go lower than 200 feet above our house) she was totally deaf. This is cruel and inhumane punishment.
2. The Constitution of the United States guarantees my right to life, liberty and the pursuit of happiness. The touch and go flights directly over my house has taken away my basic rights. All my retirement money is invested in my home. I cannot invite my grandchildren (age 3 and 8) to visit me from Florida because when the jets are doing their racetrack above my house, my home is unlivable
 3. The disclosure I signed in 2003 was a watered down version that is so vague that literally says nothing. It was approved by the Navy, Island County Commissioners and written up by a real estate attorney, and became the official disclosure in 2002.

Aug 15 03 08:46a 01st ver - Kameron 425 37483 P. 10
 08/14/2003 16:37 3580 743 WINDERMERE CENTE. LS PAGE 10/11

NWMLS Form 22W
 Island County Noise Disclosure
 Rev. 08/01
 Page 1 of 1

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 Northwest Multiple Listing Service
 ALL RIGHTS RESERVED

**ISLAND COUNTY, WASHINGTON
 AIRPORT AND AIRCRAFT OPERATIONS NOISE DISCLOSURE**

The following is part of the Purchase and Sale Agreement dated August 14, 2003
 between (b)(6) - a married couple ("Buyer")
 and _____ ("Seller")
 concerning (b)(6) Coupeville WA 98239 ("the Property")

NOTICE

TO: BUYER

The Property is located within an 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 the Island County Noise Level Reduction Ordinance to determine the restrictions which have been placed on the Property, if any.

Initials: BUYER (b)(6) DATE: 8/14/03 SELLER: (b)(6) DATE: 8/15/03
 BUYER: _____ DATE: 8/14/03 SELLER: _____ DATE: 8/15/03

②

This disclosure was part of our Title documents when we closed on our property. Our real estate agent told us it was a formality that everyone on Whidbey Island signed. Note the size of the print. We were hoodwinked, as were our neighbors, in buying property directly under the OLF touch

and go flight path. We NEVER would have purchased this property had we seen the 1992 disclosure. We moved here for the beauty, tranquility and privacy. We're far enough off of Parker Road so we don't even hear any traffic noise. The Navy's responsibility is to inform people about overflights, noise, pollution and other hazards (including causing deafness (we have experienced 100+ decibels inside of our house with the windows closed) , potential death as a result of a crash (Jets are flying 200 feet above my house at tree level. I can see the pilot in the cockpit.) so they can make a wise decision. The Navy's behavior is atrocious. I am a private citizen of the United States and should not be treated like collateral damage. I did not sign up for this. I should not be treated like a piece of garbage which is what you are doing in your disregard of my wellbeing. THERE ARE OPTIONS FOR MOVING THE OLF TO AN UNPOPULATED AREA.

4. The Navy has created a created a very divisive atmosphere on Whidbey Island between Oak Harbor and Coupeville. I am afraid to voice my opinion. Friends, who have written letters to the editor, have been threatened with bodily and financial harm all under the patriotic guise of the "Sound of Freedom". Aren't our county's values based on freedom of speech and different opinions? This scares me and reminds me of what led to Nazi Germany and Hitler. This appears to be the "Sound of Oppression".
5. My health has been drastically impacted. I am extremely anxious about the OLF touch and go starting again. My house (which I love but cannot live in if the touch and go begins again) has been on the market since the spring but I have no lookers now that the situation here is public knowledge. My house is on the market at County assessed tax value. All of our retirement money is invested in our home. We will be forced to lose hundreds of thousands of dollars. Will the Navy compensate us for our loss? Why aren't any of the military officials residing under the touch and go flight path? Will the Navy purchase my house?
6. Remember this is not a popularity contest. Your studies should be based on facts only. The signatures for keeping OLF open are from Oak Harbor and not from the people living directly under the touch and go flight path. The petition that is being presented by the present Island County Commissioner, Jill Johnson, who represents Oak Harbor is not representing Coupeville where the touch and go flights are destroying people's lives. This petition was initiated by Mac McDowell, former Island County Commissioner representing Oak Harbor. Mac McDowell was the Commissioner responsible for changing the 1992 noise disclosure which was fully supported by Rich Melass, Community Navy Liaison, at the August 8, 2002 County Commissioner meeting. The majority of people signing this petition believe we signed the original 1992 noise disclosure.
7. I reside on high bluff waterfront and I am very afraid the vibrations from these growlers will cause a severe landslide. I believe the vibrations from the growlers contributed to the recent landslide on the west side of Whidbey Island, approximately five miles south of here. The vibrations

- from the planes flying 200 feet above our house cause our house to shake. I highly suspect that this intense vibration will cause the ground to liquefy.
8. Even this summer when the Navy stopped using the OLF, the constant roar of the growlers in the distance flying over Oak Harbor reverberating over Penn Cove is very unpleasant. We never experienced this noise before 2011. Growlers should not be flying and training over any populated area. The Navy has become a big bully without any concern for the private citizens they are supposed to be protecting. The OLF in Coupeville should be closed.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebaysreserve2@gmail.com
Subject: Environmental Impact Since Growler Operations Started At U.S. Naval Station At Coupeville OLF
Date: Tuesday, December 03, 2013 1:26:08

from (b)(6)

(b)(6)

Lopez Island WA 98261

(b)(6)

When we moved to the central west shores of Lopez Island six years ago, we were assured that US Naval jets would not fly over the island. Later when we were terrified with sonic booms, we learned of a phone number at the Air Station where we could report the particulars of incidents. Since the growlers started, the many songbirds that we treasured on our property are no longer present. Last week, there was a day when there was multiple growlings. I think that songbirds don't care for these growlings anymore than The Salish Sea orcas don't care for the excessive ship traffic noise which endangers their existence.

Without quality of life, peace is meaningless. Please do the right thing here and send the Growlers to a place that is either without people to hear the noise OR air-conditioned and folk don't listen for nature.

We of The San Juan Islands chose a peaceful community in which to live. Our County, the only U.S. County made up of only islands was recently designated a U.S. National Monument, protected from inappropriate development. The noise pollution of Growler or Sonic Booms are inappropriate for this county.

<<http://petitions.moveon.org/o?i=17437-1258239-Jt6yJz>>

**David King****Mayor**

250 Madison, Suite 2

Port Townsend, WA 98368

360-379-5047 Cell 360-301-2255

dking@cityofpt.us

December 30, 2013

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

Dear Sir:

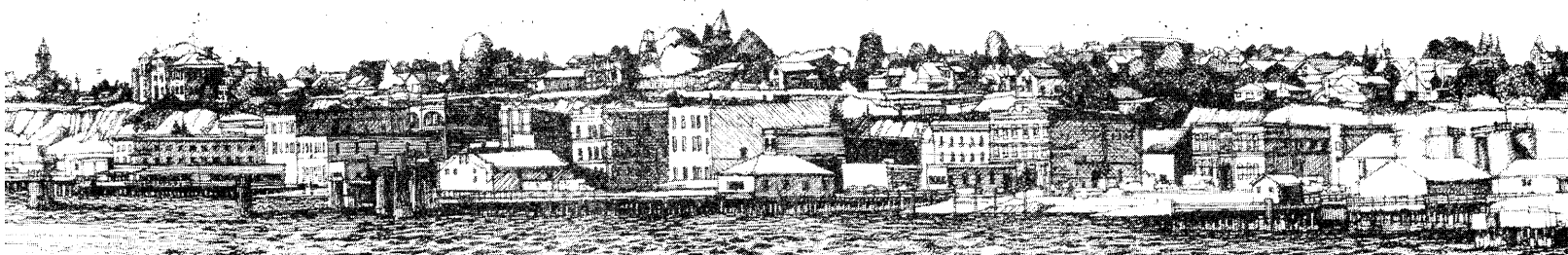
As the Mayor of the City of Port Townsend I formally ask for an extension of the comment period for this EIS beyond January 3rd, and for a scoping meeting for our community. I was unaware of this project and that the EIS that had been under development since September until informed of it only last week by a resident of Whidbey Island. We are directly affected by operations at Whidbey NAS and I often hear complaints or expressions of concern about the overflights and noise produced by operations at the base. Despite this impact I am not aware of any formal or informal notification of this process from the Navy to the City. If the City has overlooked this I apologize, but I think it essential that our community have an opportunity to make comments that become part of the formal record of the EIS.

Thank you.

Sincerely,

A handwritten signature in cursive script that reads "David King".

David King
Mayor
City of Port Townsend



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Scope of EIS for EA-18G at NASWI
Date: Monday, December 02, 2013 22:55:52

Regarding the scope of the Environmental Impact Statement concerning the EA-18G "Growler" operations at Navel Air Station Whidbey Island:

The EIS should include impacts on the health of residents in the community, including effects on hearing and cardiovascular health. Impacts on children in particular should be addressed. This should include effects of noise as well as pollution from aircraft emissions.

Safety issues also need to be addressed, particularly when the EA-18G and EA-6B aircraft are used on the short, WWII-era landing strip at OLF. This has typically involved low-altitude flights over residential and business communities, putting those on the ground at risk.

There are also impacts to be considered on Ebey's Landing National Historic Reserve. The Reserve provides valuable wildlife habitat, recreation, tourism and agriculture, in addition to its primary mission of preserving the historic character of the area. These impacts need to be included within the EIS.

The EA-18G and EA-6B training flights should take place at a safe, state-of-the-art facility in a non-populated area.

Thank you for considering these concerns in the EIS.

(b)(6)
Coupeville, WA

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Monday, December 02, 2013 19:54:58

The mandated EIS scope must be expanded to include all EA-18G and EA-6B operations at NASWI to determine the full environmental and public health consequences of these low-level, full-throttle flights. Further, it is essential that there be comprehensive testing in REAL TIME of the high noise levels at on the ground during flight operations--not overall averages which include non-flying times. While the cumulative effects of high levels of noise are known, it is also known that short-term exposure causes permanent, serious hearing damage. Don't use model averages that include non-operational times. There are valid, scientific reports that maximum sound levels from Growlers at the OLF are "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss." (See JGL Acoustics report of decibel levels at ground level taken while children were at play near the sampling site.)

Further health effects of aircraft noise and toxic jet aircraft pollution, include blood pressure and cardiac problems--especially in children--as well as harm to livestock and wildlife. Studies by the World Health Organization, the U.S. Department of Transportation, and The U.S. Environmental Protection Agency support our position and our concerns.

In terms of public safety aside from health concerns, examination of 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, public spaces and businesses. The OLF was not built for jet aircraft; rather it was for propeller-driven planes. It is, outdated, obsolete and dangerous for any flight operations at all.

Other issues which must be included in the EIS include examination of 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.

It is clear that the Navy should close the outdated Coupeville OLF (which hasn't been used nor apparently needed in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated regions, such as Eastern Washington or other unpopulated areas of this or other states.

(b)(6)
 Coupeville Residents

From: (b)(6)
To: [Welding, Mike T CIV NAS Whidbey Is. N01P](#); [Nortier, Michael K CAPT CO NAS Whidbey Is. N00](#); [NAVFAC LANT VAO ops EIS](#)
Subject: Audio of tonight
Date: Wednesday, December 04, 2013 1:01:10
Attachments: [COER Harassment.mp3](#)

Captain, Gentlemen;

Wanted you gents to hear the audio of what went down tonight. I normally pack an iPod touch w/ an audio recorder for PUBLIC meetings for notetaking purposes and to cover my butt when these confrontations happen. The public support I'm getting is outstanding
https://www.facebook.com/ISUPPORTTHENASWIOLF/posts/224801887693582?comment_id=649275&reply_comment_id=649339&offset=0&total_comments=15-if t=feed comment_reply
 and GrowlerNoise.com views of my write-up <http://www.growlernoise.com/2013/12/dear-larry-tilba-if-that-is-your-name.html> are high already.

You can breathe easy I have no intention of making public anything but the attachment of Larry Tilba – if that's his name – confronting me and bullying me. But I want you and the public to hear COER unhinged and hear what led to my outburst.

I have reached out to Michael Monson to ask him to apologize as COER's new President. As you will listen, you will hear some of the most vile personal attacks possible and to think they were lobbed by a retired OH schoolteacher, wow. I was also literally looking at several times for routes of escape because I had enough of the blasphemy out of the mouth of the COER bully.

In the future – read Wednesday – I don't intend to engage much with COER and Garrett Newkook. That's not your thing and I respect that.

One last thing: I yelled for you Captain Nortier because you know I'm a good guy, I'm "Blue Force", I'm OHNL and yet according to that Coupeville Town Marshal I'm "disruptive" on "private property". We'll see each other tomorrow (Wednesday) and I will civilly talk about this. On separate cover, I will inform OHNL President Slowik of events.

Please listen to the audio either attached or at <http://www.growlernoise.com/2013/12/dear-larry-tilba-if-that-is-your-name.html> as able. Please make sure for me ALL the EIS staff get the audio and are prepared.

Respectfully;

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Date: Monday, December 02, 2013 20:11:51
Attachments: [2013_12_02_17_10_09.pdf](#)

Comments to the Navy regarding the EIS for "Growler" Operations at the Coupeville OLF

To the Navy: WhidbeyEIS@navy.mil
 Copy to: citizensoftheebeyreserve2@gmail.com

(b)(6)

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."

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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: _____ The area is too densely populated now. This may have worked once but things have changed too drastically and it is time for change. We agree with all of the things stated above. It is time and this sorely needs to be addressed. Please make this a top priority. There are many other places that the Navy can be doing this training. Respectfully,

Nanette and Ken Leaman _____

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Re: EA-18G "Growler" EIS Operations at Coupeville OLF
Date: Friday, December 06, 2013 0:16:59

To the Navy,

I am in sympathy with the citizens on Whidbey Island and the damage to their well-being and health from the effects of flights from the outdated Coupeville OLF.

In addition, those of us in Port Townsend, who live not many miles across the water are also negatively impacted in the same manner, although less so,

due to the distance. Some of those flights were also within our airspace and it was noticeable. We experienced the noise pollution and I have safety, health and environmental concerns. I'm also concerned what it does to our tourist business, upon which we depend to a great extent.

"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.

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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."

Sincerely,

(b)(6)

Port Townsend, WA 98368

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Whidbey Island Naval Air Station EIS--EA-18G Growlers
Date: Wednesday, December 04, 2013 21:39:38

To the Whidbey Island Naval Air Station EIS Hearing Board,

I am unable to attend this week's three Scoping Open Houses for the Whidbey Island Naval Air Station EIS for EA-18G Growlers. However, I would like to comment via email.

I am a long time resident of San Juan County and am frequently impacted by the noise from Whidbey Island Naval Air Station jet noise. I have over the years attended meetings, monitored and recorded jet noise decibel levels on Lopez Island and made jet noise complaints to the Whidbey Island Naval Air Station. I do not want additional Growler squadrons and replacement Aircraft added to the current fleet.

I am concerned about health issues related to the high decibel levels from the military jets flying overhead. It is well-documented that there is a strong correlation between noise and heart disease, strokes, high blood pressure, hearing damage and stress related disorders. I know, I have personally experienced anxiety, loss of sleep and high blood pressure as a result have having to live with the often continuous and high noise levels from Whidbey Island Naval Air Station.

I am concerned with the impact on the local environment, wildlife and local economy. The Bureau of Land Management lands in the San Juans have recently been designated a National Monument. We are experiencing a rise in tourists to visit these special sites. Loud, low flying military aircraft negatively impact these properties and negatively impress those visiting the areas and negatively impact the local economy.

I am also concerned about Salish Seas endangered Orca population. Noise caused by Whidbey Island Naval Air Station may impact their survival.

I am concerned about the air pollution caused by jet fuel dumping over the Salish Sea and the San Juan Islands. I have personally experienced the "kerosene" smell of military jet fuel dumping at my home on Lopez Island a number of times and am concerned about the harm those dumped fuels cause to sealife and our island environments.

I do not want to have additional squadrons and replacement jet Growlers added to Whidbey Island Naval Air Station. I realize the Naval Station has been on Whidbey Island for many years. However, the population around the base has increased substantially; we have a new San Juan County National Monument to protect and we have endangered orca whales to preserve.

Thank you.

(b)(6)

Lopez Island, WA 98261

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: OLF citizen Growler commentary for the EIS
Date: Tuesday, December 03, 2013 19:14:22

Dear Navy,

I am sure you will be seeing the same commentary below the line numerous times. While I agree 100% with everything below the line, I would like to add a few additional points that I don't want to be overlooked.

1) The Navy has historically been very unwilling to announce when flights would occur (either no warning at all or not in a timely fashion)

- outdoor activities are ruined/refunded (significant financial loss for event planner not to mention a fun time destroyed for all)
- vacation rentals are ruined/refunded (significant financial loss for the owner, not to mention the destruction of someone's vacation)

2) Sleep deprivation - when I purchased my home in 2005 I was told no flights after 11 pm. That was true for a while, but in 2011/12/13 flights were

still ongoing at 1 AM! Frequently! With no warning, and no idea when it would end. That is 100% unacceptable to anyone's health that does

not have a body rhythm set to working graveyard shift - be sure that is addressed under the health section.

3) Drones are the future. Use the OLF for drone testing and relocate the old, noisy, polluting, obsolete, fuel guzzlers outside of any natural reserve - the OLF was never meant for the current use anyway (contrary to popular belief from sources unknown)

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.

Best Regards,

(b)(6)

Concerned Citizen of Central Whidbey

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS for EA-18G "Growler" Operations at Coupeville OLF
Date: Monday, December 02, 2013 17:19:52

Dear review officer:

As a concerned citizen of Coupeville area who resides within 1.5 miles of the Coupeville OLF, I request that the following be addressed in the EIS for the EA-18G operations at the field:

SCOPE:

The EIS 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 at representative locations for all the flight patterns typically used for OLF practice. 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 Coupeville OLF and flies at low altitudes over residences and businesses.

ENVIRONMENT: Examine the effects of OLF flight operations on the recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a national reserve 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 affected 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: Consider the alternatives for permanent relocation of all EA-18G and EA-6B flight training to state-of-the-art facilities in non-populated areas.

OTHER COMMENTS: When I purchased my lot at (b)(6) in 1998 and when I applied for a building permit in 2003, the county office of building and community development apprised me of sound insulation levels for the decibel level that was then typical of flights at that time. The residence I build in 2003-04 meets those standards. In subsequent years until 2011, noise was at the tolerable levels I was

apprised of, and flights never ran past 11:00 pm (and ended earlier than that except in May-August). Things changed in 2011 and 2012. The planes were much much louder, flights were more frequent and ran for many more days in a row, and numerous times in the summer they went past 11:00 pm. Clearly a completely new EIS that accounts for these changes is necessary.

Thank you for your consideration. Sincerely,

(b)(6)

(b)(6)

Coupeville, WA 98239

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Coupeville OLF
Date: Monday, December 02, 2013 19:52:52

I am opposed to continuing or additional flights over any and all neighborhoods in the general Skagit and Island counties of Washington State to give relief to citizens who endure the noise and other environmental pollutions produced by Navy Jets.

Regarding specifically the EA18G Growler EIS:

The following items should be studied before flights resume or additional training flights are scheduled at NASWI/OLF:

1.

The whiny pitch of the Growler is particularly offensive. Will the Navy instigate a study of the impact of the pitch of the Growler on human beings? That is to say that dB is not the only consideration. The pitch, the noise levels beyond human hearing and the duration of the noise all contribute to the impact on the human body. The Navy is responsible to do a thorough study on the impact of this noise on the human body since the jets create the noise that impacts citizens of Island and Skagit counties.

2.

The Navy received recommendations in 2009 about noise reduction but chose jet performance over the health and safety of citizens on the ground. Does the Navy now recognize the impact of that decision and will they reconsider those recommendations and future recommendations in a different light?

3.

Studies suggest that loud noise over schools impairs learning. The Navy has an opportunity to study this in depth here on Whidbey Island. I work at a preschool in Oak Harbor that suffers almost daily flyovers. I think it is essential to study the impact on children. Will the Navy instigate a study on the impact of jet noise on school children?

4.

Will the Navy be able to adhere to local noise ordinances that apply to all other businesses and individuals? That is – maintain quiet after 10:00 pm and reduce dB to livable levels?

5.

Will the Navy do a study on varying the flight paths so that no neighborhood has to put up with jet noise for more than a consecutive 48 hour period?

6. Does that Navy understand that loud noise has a greater impact on the elderly than on a young person and that Island and Skagit counties have large populations of elderly? Will the Navy do some specific studies on the health effects such as stress, increased blood pressure, cortisol, sleep deprivation and heart problems associated with loud, disturbing noise?

(b)(6)

Coupeville, WA

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS
Date: Tuesday, December 03, 2013 20:15:40

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. Include the impact on children's education when they arrive at school under the influence of sleep loss due to late night flying.

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.

PET HEALTH: Far too many dogs and cats within the fly path of OLF are diagnosed and put down due to cancer. Please include in your study the effects of the jet noise and pollution on the dogs and cats within a ten mile radius of the OLF field.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: "Growler" Operations
Date: Friday, December 06, 2013 19:05:23

Dear Navy Operation

I am concerned about the flights over Port Townsend. In spite of safety issues, plane accidents occur in this great country, and to have learning or practice flights occur over populated areas is asking for trouble.

Also, the flights near the shoreline creates a vibration off the bluffs and increases the noise factor.

This makes me wonder if this may contribute to the bluff erosion that we experience here, and the erosion on Whidby Island.

Sincerely

(b)(6)

Port Townsend, WA
98368

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: U.S. Navy Environmental Impact Study : OLF, Coupeville, WA : Citizen Comment
Date: Thursday, December 05, 2013 19:07:12

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: Please 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: Please 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: Please 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: Please 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: Please 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.

Sincerely,

(b)(6)

Coupeville, WA 98239

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Monday, December 02, 2013 16:50:50

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.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Comments for Scoping
Date: Thursday, December 05, 2013 14:19:12

A copy of this email was deposited in the comment box at the Coupeville scoping meeting.

(b)(6)

Comments to the Navy regarding the EIS for “Growler” Operations at Coupeville OLF

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>>
 Copy to: citizensoftheebysreserve2@gmail.com
 <<mailto:citizensoftheebysreserve2@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:

In addition to the above issues and concerns I have four more comments.

1. In the Ebey's Landing National Historical Reserve we have more than 400 structures listed on the National Historic Registry. We have 20 homes that date back to the 1850 - 1860's, which is more than any other community in the NW. There is concern that the high decibels from the Growlers negatively affects the structural condition and strength of these national treasures. This needs to be evaluated in the EIS.

2. Quality of life. This is of great and immediate concern. An example: My family has lived in the Ebey's Landing National Historical Reserve since 1921 - long before such a designation. Due to the increase in flights, and the impact of the highly increased sound levels of the Growler, I am not physically able to remain in my home when the planes are utilizing OLF. Additionally, I am unable to conduct my business as a mental health therapist during touch and go flights due to the extreme decibels, as a conversation cannot be conducted. Impact on my community: I am on 5 Boards of Directors on the Island. Because I cannot remain in my home, and must seek shelter elsewhere possibly off Island, I may not be available to contribute my time or attend meetings. Coupeville is a vibrant old style community where people have dreams and make them happen through volunteerism. I am aware of a number of people talking about relocating and losing money on their property, if it can even be sold. At the very least the intrusion of such intense noise is degrading our community and lifestyles. This must be assessed in the EIS.

3. Coupeville is the 2nd oldest town in the state of Washington and has been committed in retaining our historic aesthetic over all the years while most other towns have capitulated to big box stores, drive-ins and unfettered growth. That has not only maintained the vibrancy, and small town lifestyle, but has resulted in Coupeville being a significant tourist destination. The EIS must address the impact of the Growlers on the economy of our merchants over time as we know, already, that tourists are turning away due to the intrusion.

4. Farming: Central Whidbey is becoming an important location for small farms and natural, or organic, growing. This is an important source of nutrition for our local community through farmer's markets, CSA's and grocery stores. It is also attracting a significant number of young, mostly college graduate, interns who want to learn how to farm and grow food. Unfortunately, the noise over Ebey's Prairie is so intrusive that these farmers are unable to work in the fields during the touch and go flights. This must be addressed in the EIS.

From: (b)
To: (b) VFAFAC LANT VAQ ops EIS
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA-18G "Growler" EIS
Date: Friday, December 06, 2013 12:02:07

12-6-2013

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. This evaluation should include, at minimum, the following:

Tests of 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. Please consider the studies by: The World Health Organization, The U.S. Department of Transportation and The U.S. Environmental Protection Agency.

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.

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.

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 Counties.

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.

Thank you.

(b)(6)

Port Townsend, WA 98368-7123

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Wednesday, December 04, 2013 15:36:45

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: (b)(6)
 (b)(6)

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: We live close to the center of town in Coupeville. When we chose our home we made sure our home was outside the flight pattern for the OLF; however, we have had to make numerous calls to the Navy to inform them that their pilots were flying right over our house. This also means that they were very close or right over Whidbey General Hospital. We have been told that each new set of pilots makes the mistake of flying outside the pattern at first. Even if this is true, shouldn't these "new" pilots be trained in an area that allows a margin of error without subjecting unwilling citizens and hospital patients to unreasonable noise levels?

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-6657670-RR7FHC>

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<<http://petitions.moveon.org/o?i=17437-6657670-RR7FHC>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: NASWI /EIS
Date: Tuesday, December 03, 2013 15:42:41

Writing to tell you that the level of noise from the Prowlers and the Growlers over the town of Coupeville and the National Ebey's Reserve is completely excessive and abusive. I applaud the EIS and would like the study to cover all aspects of the noise generated by the overflights on children, the elderly, farm animals. It is also hurting tourism and home values in the area. The airfield has really become an obsolete place that the Navy should no longer consider using. If it were still viable the zoning around the airfield should have changed long ago to disallow people to build homes and have their families and businesses in the area, but this is not the case. Lives have grown up around the field and it needs to be recognized that the field does not suit the Navy's needs anymore.

I fully support the work of the Citizens of Ebey's Reserve to close down the airfield: their activism on this matter has been so strong and heartfelt because they are truly suffering under the noise. Please make sure that their needs for a peaceful life are well documented in your study.

The sounds are frightening and completely inappropriate for a well-populated area.

Sincerely,

(b)(6)
Langley WA

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensofthebeysreserve2@gmail.com
Subject: EIS for Growler Operations
Date: Tuesday, December 03, 2013 13:40:38

Greetings,

I live on Lopez Island and am one of the many who are concerned about the noise involved with the EA-18G "Growler" testing being done at Whidbey. The noise from there has increasingly grown intolerable, day and night. Acoustics reports are that maximum sound levels from the Growlers at the OLF were well above levels requiring hearing protection and are high enough to potentially cause permanent hearing loss.

In addition to the health effects of the noise and the toxic aircraft pollution on people, the noise harms livestock and wildlife.

There is also significant negative effect on our recreational, tourist, agriculture and wildlife activities on Lopez, as well as on real estate values. Houses in the OLF have steeply declined in sales since 2008 when compared to areas where jets are NOT flying over.

I feel the Navy should close the outdated Coupeville OFL and relocate all of this training to non-populated areas. The sooner, the better.

Thank you.

(b)(6)
Lopez Island, WA

--

(b)(6)
Lopez Island, WA 98261

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#); citizensoftheebeyreserve2@gmail.com
Subject: US Navy is Being Heard (too much)
Date: Friday, December 06, 2013 10:53:49

Dear sirs:

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: If the mission is to protect our freedoms, please consider the freedom from noise and fear inducing bombers. We hold our peace of mind to be precious, and life-sustaining.

Sincerely,

(b)(6)

Hadlock, Wa

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Be Heard By The U.S. Navy
Date: Tuesday, December 03, 2013 11:49:49

From: (b)(6); Newcastle, WA 98056; (b)(6)

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: The above comments summarize my feelings.

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-8548407-vFvuhA>

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<https://civic.moveon.org/donatec4/creditcard.html?cpn_id=687>

<<http://petitions.moveon.org/o?i=17437-8548407-vFvuhA>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Monday, December 02, 2013 23:11:53

To Whom It May Concern:

This correspondence is addressed to those who may effect change in the manner in which hard working, tax paying, lawful citizens are being treated by the U.S. Navy, specifically, NASWhidbey. We made the error of purchasing property near Coupeville. We were assured that the OLF was seldom used, and that although most residents did not like the planes flying overhead, it was infrequent. We noticed almost immediately, that the flights were increasing, and the noise level was not tolerable. After repeated calls to NASWI, we were given sympathetic conversation, but the aerial assault continued. The spring and summer of 2012 was outrageous. Human beings simply cannot live safe, healthy lives, when these horrendous planes are flying directly over their homes. The discussion of wildlife and domesticated animals has to be addressed, as well as that of human life. The decibels registered on the ground, from the planes that are ripping across the peaceful skies of Coupeville, are incompatible with the health of any living creature. Both humans and unprotected animals will develop hearing loss and eventual total deafness, after repeated exposure to the noise level created by these monster planes.

I fear not only for damage to my hearing, I additionally have developed a heightened sense of awareness to any airplane noise. This must be a form of PTSD, after experiencing planes flying so low over my property, that I really can see the metal work. I truly fear their approach, and worry that they may crash on my house or the surrounding neighborhood. It is terrifying. I also believe that the exhaust from these horrific planes must be poisoning our air, water, and the very ground where we try to grow organic foods. It is cruel and unusual punishment for any people to inflict this kind of treatment on citizens who are forced to pay taxes to support their torture. I cannot believe sometimes that I really live in a free United States of America. I thought that only dictatorships and Communist countries treated citizens in this manner.

To compound the damage of constant worry about losing hearing, being constantly nervous when any airplane is heard, worrying about the purity of my food, air, and water, being depressed when I see animals in the fields near the flight path drop their heads in fear when the planes fly over, our property values have gone down. We have lost two opportunities to sell our property, when the prospective buyers found out that we were in the flight path of the OLF. Does the Navy plan to buy our homes, so that we may leave this place of torture, and try to start over again?

I truly believe that it would be a sound fiscal decision on the part of the government and the Navy, to remove the OLF from Whidbey Island. There is an abundance of nonresidential land in Washington State. Why beleaguer innocent citizens and helpless animals? Why cause financial calamity for hundreds of retirees, who were defrauded when they thought that they were purchasing a little piece of a quiet, peaceful paradise? Do you wish to harm US citizens? If the use of the OLF resumes, it is only a matter of time before law suits begin. How will NASWI respond when the government has to begin buying hundreds of homes, after it is found out that citizens were begging the Navy to close the OLF, and they were disregarded? I really would like to have answers to these questions.

Sincerely,
 (b)(6)

Begin forwarded message:

From: "Ken Pickard" <noreply@list.moveon.org>

Subject: Be Heard By The U.S. Navy

Date: December 2, 2013 1:27:28 PM PST

To: (b)(6)

Reply-To: "Ken Pickard" <kenpickard28@gmail.com>

As a result of our federal lawsuit the Navy has agreed to prepare a detailed Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville. We have a very limited time for each of us to input what we think should be researched and addressed in the EIS. Please, Please take the time to send in your comments via email or hard copy letter to make this scoping of the EIS process effective. Thank you. Ken Pickard

1. Select FORWARD from your email
 2. In your email TO: type WhidbeyEIS@navy.mil
 3. In your email cc: type citizensoftheebaysreserve2@gmail.com
 4. You can now enter your Name and Comments in the document inserted below
 5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
 6. Send Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF To the Navy: WhidbeyEIS@navy.mil Copy to: citizensoftheebaysreserve2@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: (type any additional comments you have here)

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-6308116-ntRQV8>

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<<http://petitions.moveon.org/o?i=17437-6308116-ntRQV8>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: "Growler" EIS concerns
Date: Monday, December 02, 2013 20:29:46

Dear Navy Dept.,

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: While I could mention as an example; how would you like aircraft fly-by sounds in your backyard, it would probably be music to your ears. As an ex USAF commanding officer, I too like airplanes. BUT I do not like noise and pollution; it is damaging as noted above. It can be managed.

So, how would you like it if you lived nearby a trash agency who had bad odors floating by your house now and then? Or if a hospital nearby ran its ambulance siren as it went down your street in front of your house? Or if a fireworks manufacturer did explosive testing that shook your house? Not pleasant even if it was in the interest of public protection. I could give more examples but you get the point....noise and pollution is damaging and annoying...and it can be managed/controlled.

Sincerely,

(b)(6)

From: (b)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [Citizensoftheebeyreserve2@gmail.com](#)
Subject: Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF
Date: Monday, December 02, 2013 21:34:56

TO: Navy Dept

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.

(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Tuesday, December 03, 2013 13:54:26

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: (type any additional comments you have here)

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<<http://petitions.moveon.org/o?i=17437-9134781-AnnLQ9>>

From: (b)(6) on behalf of (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensofthebaysreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Wednesday, December 04, 2013 20:58:38

Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF

The follow following concerns need to 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." I live on Lopez Island and the noise is deafening - both from engine testing and planes flying over.

HEALTH: Please address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems. It is important to consider that children have a greater susceptibility to noise. We should also not ignore the harm to livestock and wildlife.

SAFETY: The planes fly right over our school which to me is a real Safety issue - residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over the school, residences and businesses.

ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses. Parks such as Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat and parks on Lopez Island - Pt. Coville and other areas.

REAL ESTATE VALUES: I believe that the louder and more frequent use of the OLF has devastated the local real estate market, especially for homes near or across the water from the NAS. 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.

Sincerely,

(b)(6)

(b)(6)

Lopez Island, WA 98261

(b)(6)

(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Tuesday, December 03, 2013 0:38:51

I am (b)(6). I live in Freeland, Washington.

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: I am 74 years old. I remember with continuing trepidation the messages my elementary school teachers sent when they explained why I had to get under my desk and cover my neck to prevent radiation exposure from an A-bomb or H-bomb. Our children should not be exposed to any stimuli connected with warfare. It produces long-lasting symptoms of Post Traumatic Stress Disorder.

<<http://petitions.moveon.org/o?i=17437-1260482-c8uT4E>>

(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: comment letter for OLF EIS
Date: Wednesday, December 04, 2013 23:15:49
Attachments: [Comments to the Navy.docx](#)

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)

Please address the following concerns in the Environmental Impact Statement being prepared 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.”

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.

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 Historical Reserve, a 24,000-acre unit of the National Park system that has nationally significant cultural, historic and natural resources. It contains important wildlife and migratory bird habitat, supports rare and endangered plant species, and is enjoyed by thousands of visitors and residents annually from all over the world

to learn about Pacific Northwest history. Please fully consider the real effects of OLF operations on these significant values.

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.

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.

I was a National Park Service Operations Manager/Resource Management Specialist at Ebey's Landing NHR for many years. I have a background of natural and cultural resource management. While working in my office at 593 Fort Casey Road, near Patmore Road, when the jets were flying I was unable to function and do my work, and would have to leave my office until the flights were over. This is not good for business, whether government or private sector work is involved. Many people now work from their homes and when the windows are rattling, work is not getting accomplished. The health hazards associated with these noise levels should not be underestimated. Sleeping at night is difficult if not impossible while the jets are flying. This has adverse effects on the human population and one's ability to function the following day (sleep deprivation). This is an opportunity to assess alternative sites for these 'touch and go' actions. Please consider a remote site in an unpopulated area as one alternative for this operation required by the Navy.

Thank you for taking these comments into consideration.

Sincerely,

(b)(6)

A large rectangular area of the document is redacted with a solid grey box, obscuring the signature and any handwritten notes.

Coupeville, WA 98329



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** (b)(6)
3. **Address** (b)(6)
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

This community deserves a complete EIS w/ single event real planes trainees pilots w/ readings taken w/ multiple flight over real homes / NO COMPUTERS at ground level where we live. The loss of use of our homes outside & lack of quality of life as well as documented health issues real studies for real people. You have tread on peoples world wide w/ these increasingly louder & using fuel CO2 emitting inefficient planes. All over the world communitys have said no more. 60 Billion gal per year destroying the very

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

place you say you're protecting. HogWash!

The budget is bankrupting (DO) the US
& morally asking people to do wrong
(Suicide rate all time high in military)

This area has given again & again but no
more we will continue to demand
our guaranteed right for a decent
quality of life safety for our family
& a healthy future.

Take this away from here & learn to
walk no more

If there is a loving god he/she
must hang their head in SHAME
at what you do.

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.ai-GRA-10/15/13



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1. Name (b)(6)
2. Organization/Affiliation (b)(6)
3. Address (b)(6) OH 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

- ① INDIVIDUAL SINGLE EVENT AT GROUND LEVEL TESTS
- ② REAL PLANE & TRAINEES IN THEM
- ③ MULTIPLE EVENTS IE PLANES OVER MY HOME 20+ TIME IN 1/2 HR
- ④ REAL PEOPLE HEALTH QUESTIONAIRES HOW NOISE & POLLUTION AFFECTS LIFE
- ⑤ PEOPLE WORKING OUTSIDE & CAN THEY PERFORM SAFELY FARM CONSTRUCTION PARKS
- ⑥ ALL ENGINE RUN UPS IN HUSH HOUSES

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

⑦ ALL FCLP LOW LEVEL FLYING
TAKEN TO REMOTE AREA IE
EASTERN WA

⑧ NO FLIGHTS AFTER 9 pm

⑨ NO WEEKENDS

⑩ NO CONSEQUETIVE DAYS MORE THAN
2 days in row

⑪ POST TIMES

⑫ WARNING SIGNS ATTESTING TO DANGER
OF DEAFNESS (HEARING LOSS) HEART
DAMAGE & ESPECIALLY CHILDREN AT RISK
AT ALL PARKS PLAYFIELD IN ANY NOISE
ZONE / ALSO WARN POTENTIAL BUYERS (HOME)
I WASN'T ADEQUATLY WARNED

⑬ REIMBURSE PROPERTY OWNERS THE
ESTIMATED 25% loss in property
value in NOISE ZONES & APZ.
OR BUY US OUT AT NON NOISE LEVELS

⑭ FREE HEALTH CLINICS FOR THOSE DEALING
w/ chronic health issues asthma heart
stress sleep problems

⑮ Pay for upgrading sound insulation in all
affected homes

⑯ GO AWAY

Fet up & Mad as hell!

Used to love my home
30yrs later cant go outside
cant sleep cant garden
plan a party watch TV talk on phone...

For more information, please visit the project website at whidbeyeis.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.ai-GRA-10/15/13



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 (b)(6)
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 live in a noise zone in Oak Harbor & have for 28 yrs.
 I & my family can no longer accept the increased
 interference & health issues in our daily lives.
 You need to accurately measure the sound single
 event real planes real pilots not computer
 generated. Also we're seeing increased medical
 issues & would like health studies.
 Our taxes have went up in part to law changing
 increasing citizen burdens at the same time
 APZ & noise decreased property values.
 Property doesn't sell while houses remain unrentable

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

& Forest City rents to the public against your own DOD rules.

I want no more F18 here we cannot absorb this assault on our families & homes. The pollution in the air & on the ground.

9.p.m. We need the existing planes in Hush House & low level flights moved off island to Eastern W. Va. Limits on hrs & days. No late night no weekends multiple days in row.

You are only pushing this community to the brink of a new era where by the people will stand up & say enough. Every door the govt. could have opened with open dialogue has been firmly slammed shut.

I personally have had Navy personnel LIE to me while in uniform. I have asked questions multiple times to see if I would be told the truth. To my disappointment repeatedly I was lied to.

I have called w/ a complaint 0 response. I am again & again told my observations couldn't be read. But when I talk to retired pilots & military they agree with me. The largest polluter CO2 in the world/US Military

It is time to change how you work with communitys. We know we are not alone & we as families will come together here & everywhere to hold our govt responsible. We pay & pay but will VOTE for every law every way to slow or stop this craziness. LAWSUITS MEDIA Neverending WAR & all it stands for... SHAME ON YOU!

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

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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.ai-GRA-10/15/13

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: EA-18G "Growler" EIS
Date: Tuesday, December 03, 2013 15:08:55

Begin forwarded message:

From: (b)(6)
Date: December 3, 2013 12:04:08 PM PST
To: whidbeyEIS@navy.mil
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA-18G 'Growler' EIS

Begin forwarded message:

Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF EA-18G EIS Project Manager (Code EV21/SS).

From: (b)(6)

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OTHER COMMENTS:

Additional comments to be delivered at today's scoping meeting

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Our mailing address is:

Citizens of the Ebey's Reserve
P.O. Box 202
Coupeville, WA 98239

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From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA-18G "Growler" EIS
Date: Tuesday, December 03, 2013 15:08:13

Begin forwarded message:

From: Citizens of the Ebey's Reserve <CitizensoftheEbeyReserve2@gmail.com>

Date: November 29, 2013 10:58:16 AM PST

To: (b)(6)

Subject: Better instructions for sending EIS Comments to the Navy

Reply-To: Citizens of the Ebey's Reserve <CitizensoftheEbeyReserve2@gmail.com>

Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF EA-18G EIS Project Manager (Code EV21/SS).

From: (b)(6)

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From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: EIS for "Growler" Operations @ Coupeville OLF
Date: Tuesday, December 03, 2013 0:38:33

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>>
 Copy to: citizensoftheebysreserve2@gmail.com <<mailto:citizensoftheebysreserve2@gmail.com>>
 From: (b)(6)

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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:

The Navy should take great care in promoting and preserving open communication with the residents of Whidbey--their neighbors! Viable partnerships thrive in an environment of mutual respect. Any environmental impact study should therefore include a consideration of the impact of this issue on the trust between the Navy and its neighbors.

From: (b)(6) .
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Jet noise
Date: Tuesday, December 03, 2013 1:10:31

Do you really understand the damage you are inflicting upon the people of central Whidbey? Do you really care about the health of the people in this area? Are you so disconcerted that you simply ignore real life situations of the citizens of the United States. Is the American military above the wishes of the people that make your paychecks good, provide health insurance, and support your retirement after 20 years of service. I know the typical response from active duty people to my questions----- all about the service to -- America. Yes indeed, no doubt about being away from home, the dangerous situations one is involved with, ect. The complex training ,the danger to life and limb. We all admire and respect all members of our military, but that does not mean civilians have to bow down to the captains ,generals, majors, petty officers just because you have been promoted to a position of authority in the military system. You put your pants on one leg at a time. I know you do not give a damn about civilian opinions, and I realize this letter falls on deaf ears. Quite frankly I am totally ashamed to be a veteran.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: OLF comment
Date: Wednesday, December 04, 2013 17:21:42
Attachments: [ATT00001.txt](#)

I have lived on south whidbey for 38 years and my husband for 59 years. My first experience with the touch and go was when I was coming back from Coupeville. I passed OLF and a jet touched down behind my car the noise was so loud I thought my car had been hit by something and went off the side of the road, my infant daughter started to scream and I could not console or calm her I to was very disturbed by what happened as I had never experienced the sounds of the jets touching down, it was horrifying and I can tell you it was ear shattering and I could not believe that the Navy was allowed to do such a thing. Longtime local residents I spoke with said that is why the property surrounding OLF had no value. Whidbey Island has been growing leaps and bounds and it's time for the Navy to consider moving OLF off Whidbey especially since the Growlers moved in. My experience with OLF was 26 years ago and I could not understand how the local residents tolerated it but the Growlers have to be intolerable and it's not fair what the Navy is doing to the local residents and to think they want to have more Growlers, shame on the Navy and them not being good neighbors to the Island residents.

It's time for the Navy to move OLF and I and husband are all for them ending the touch and go there. The Island has grown to big for

the Navy and unlike the residents that want OLF gone I would also like to see the Navy leave in general. We have a very unique Island and tourists are flocking to it expect Oak Harbor as it's become a transient Navy town with crime and strip malls and yet it could be a beautiful stop off to Anacortes instead of a town to just pass though. I never go to Oak Harbor but I do go to Coupeville, Freeland, Langley and even over to Pt Townsound and when I go to

Anacortes I pass through O.Harbor as it's not a desirable place to go and it's because of the Navy Base. Time for the Navy to do what is right by the citizens of the OLF instead of forcing them to sue. Sad times indeed.

Regards,

(b)(6)

Sent from my iPhone

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)

A large rectangular area of the document is redacted with a solid gray fill, obscuring the signature and any text that might have been present below the "Sincerely" line.

Mount Vernon, WA 98273

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS for Growler Operations
Date: Monday, December 02, 2013 17:52:38

Dear Whidbey EIS Navy,

I live very close to the Olf runway and often find that I can't be outside while the jets are flying. The noise is terrible. I have lived on and near airforce bases all my life and am very desensitized to the jet noise, but this is unreal. Please address all of the listed concerns in the EA-18G "Growler" EIS. I don't want to move away (I have invested a lot in fencing and landscape) and doubt that I could get market value for my property anyway.

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.

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Thank you for your consideration.

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-405815-YOsy8p>

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<<http://petitions.moveon.org/o?i=17437-405815-YOsy8p>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS for "Growler" Operations at Coupeville OLF
Date: Wednesday, December 04, 2013 17:36:12

Too Much of a Good Thing

The United States Navy has one essential, noble mission and that is to keep the American people safe. The Navy has discharged this duty faithfully and courageously for over two hundred years. In order to maintain their readiness and fulfill this sacred obligation, the Navy must by necessity constantly conduct training of its personnel. Whidbey Island has proudly played a key role in facilitating this training by being willing to accept a balance between "the sound of freedom" associated with flight training and the normal, everyday lives of its citizens. This has been possible because of the rule of reason, i.e., the jet noise has been at noticeable but reasonable levels.

In recent years, however, the Navy has begun to stretch the balanced nature of this unwritten agreement between itself and the citizens. What had been a mutually beneficial relationship has more and more become one-sided, with the Navy taking on a more and more imperious attitude, seemingly forgetting their role is to serve rather than dictate. Even as they fulfilled their mission to protect and defend abroad, they have begun to endanger and harm the citizenry here at home. This is a glaring contradiction. In order to justify this reckless endangerment, top Navy officials have even resorted to outright lies. For example:

1. Navy helicopters have for some years been flying dangerously close to bluff-top homes along Admiralty Inlet, hugging the bluffs when they could have flown more straight routes across the water. They flew at eye level and so close one could have hit them with a rock. They were, for lack of a better term, hot-dogging. This severely vibrated the homes (and their double pane window seals) and the bluff itself (not a good thing – remember Ledgewood). A sudden side wind could have sent them into the trees and the homes themselves. In response to complaints, the Commandant at the time lied in writing to home owners and to U.S. Senator Maria Cantwell, claiming that they needed to fly so close so that in an emergency they could auto-rotate to the beach below. An experienced Navy helicopter pilot who once flew a U.S. President from an aircraft carrier in the Mediterranean to the courtyard of the Vatican exposed this lie, saying that in an emergency in which auto-rotation is required, the pilot needs as much altitude and maneuvering room as possible, not the low-altitude, narrow confines of a bluff and a beach. The Navy has further claimed that the extreme vibration of the bluff does not endanger the bluff stability in any way. There is no agency, state or Federal, that can possibly make this claim, since they have no idea of the internal structure of the bluff at any given point. Such a claim callously defies common sense and the tenuous nature of Whidbey's bluffs.

2. Navy jets have dumped fuel over Smith and Minor Islands west of Whidbey. The islands themselves are a National Wildlife Refuge, and the surrounding waters are one of seven Washington State Aquatic Reserves because they include the largest kelp beds in the Salish Sea, absolutely key to the sea life in our marine environment. The Navy has said this fuel dumping is only done in emergency situations, but homeowners along West Beach Road have observed this behavior time and time again, and Navy pilots, in unguarded moments among friends, have admitted it is not done solely in emergencies. Imagine the impact of jet fuel on the sea life in the kelp beds, the nurseries of our waters.

3. In advance of Growler aircraft, the Navy indicated they would be louder but not so loud as to pose a health threat. In addition, they indicated there would be fewer flights. Both these statements have proved untrue. Noise measurements have indicated dangerous, even damaging noise levels. The number of flights, the hours during which flights are conducted, and even the range of flight paths, all have greatly expanded, not decreased. We now

have a situation in which citizens' sleep is disrupted, children's classes are interrupted, and people's hearing is threatened by the very organization sworn to serve and protect. What sense does it make to serve so admirably abroad and harm the citizenry at home?

I would like all 3 of these issues to be addressed in full by the EIS.

The bottom line is that had the balance of benefit been maintained, the people of Whidbey would have been willing to continue putting up with some inconvenience and unpleasantness for the common good as they have for decades. The people of Whidbey have not outgrown the Navy. The Navy has severely upped the ante and outgrown Whidbey. What is remarkable is that the Navy would even consider putting us in harm's way given their essential mission to protect us. This shows a serious loss of perspective at the top.

It is crucial that the Navy be able to conduct practice jet flights to maintain their readiness and standard of excellence, but they must do so, like physicians, while doing no harm. Their operations have escalated and become incompatible with large population centers. They need to remember their core mission, admit they have intensified operations to an unacceptable and dangerous level, and seek a much more isolated location for their training and practice flights.

(b)(6)

Coupeville

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From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [ken pickard](#)
Subject: Fwd: Be Heard By The U.S. Navy
Date: Wednesday, December 04, 2013 18:29:13

Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF

To the Navy: WhidbeyEIS@navy.mil
 Copy to: citizensoftheebysreserve2@gmail.com
 From: (b)(6)

Date: December 4, 2013

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OTHER COMMENTS:

Whidbey Island Naval jet noise pollution is not limited to Whidbey Island. Camano Island may not "feel" the rumble of the jets, however the disruptive and outrageous noise is just as irritating to the serenity that used to be the norm on Camano Island. This noise pollution is more intense and more frequent than in 2012. It is this expansion of affected area with the change in noise level along with the increased operation schedule that is at issue.

It's not the use of the Naval Air Station that is at issue, it's the use as a Touch and Go, constant, repetitive training

area that completely changes the entire region surrounding the Naval Air Station - not just Whidbey Island. The recent change to a different aircraft may also be at fault.

It is difficult to understand how such disruptive and invasive noise pollution could just "happen" and then be asked to plan for it, rather than plan to reduce it - at least back to the level it was in 2012.

On May 8, 2013, I arrived at my home on Camano at 9:30PM expecting to unwind briefly outdoors before retiring for the evening. This simple common activity was made impossible because the Navy jets were already circling on Whidbey Island and the repetitive, disruptive loud noise completely drowned out any sounds or sense of the outdoors. I decided to just wait it out. Unfortunately, even by escaping inside, closing all windows and doors with the TV turned up it was not possible to escape the rumble and disruption.

The final outrageous discovery was that the Navy jets did not cease their "operations" until 12:35 AM – Yes that's 35 minutes PAST MIDNIGHT ! With sleep impossible during this "planned assault", the Navy jet operations had effectively deprived me of the simple freedom to even choose when to sleep. The following evening of May 9, 2013, the Navy decided that I was not allowed to sleep between 8:00 PM until after 11:00 PM.

The "Jet Noise Complaint" number 360-257-2681 seems to have no effect and neither does the 360-257-8787 number for a recorded message. Recently, during a long assault of disturbing jet noise that did not end until 10:00 PM, the "Jet Noise Complaint" number 360-257-2681 simply did not answer. The 360-257-8787 number was, as usual, a recorded message. Whether these numbers or the persons answering them actually do anything to address the noise issue is questionable.

If a large business was responsible for major job supply and economy in a region and it was found to be polluting the environment it would be required to cease the pollution and any future "planned pollution" would need to be regulated and approved. The Navy Noise Pollution should have no less scrutiny. Its obnoxious and detrimental effect is instant, planned, deliberate, widespread and seems to be growing. Fortunately, the effect can be instantly corrected with no lasting environmental damage. This unreasonable expansion of noise pollution has to stop.

I cannot understand how such a planned program has been allowed to happen. It was not even an issue in 2012 and now it completely dominates any outdoor activity.

The Navy is undoing any possible goodwill and positive public relations that the Blue Angels might have gained - and is creating a strong base of opposition.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF
Date: Thursday, December 05, 2013 14:09:18

We live approximately a half-mile West of the western edge of the designated flight pattern for your OLF operations. We have owned the property since 1995 and first lived there in 2000. We were aware of the Navy's operation at OLF before we purchased the property and spent several weeks assessing the noise levels in that area. Our conclusion was that we could live with the noise of the Prowlers and their schedule of operations, which then was usually two days a week for an hour or two, with several weeks between flights. That volume of operations continued for several years and we were fully in support of the Navy's use of OLF. Our house, built in accordance with "Noise Zone" requirements, muffled the sound of the planes. Even being outside in the garden was not impossible.

With the introduction of the Growlers, however, everything changed. Not only do they sound considerably louder than the Prowlers, they fly directly over our property, which is well beyond their designated flying range. Additionally, and most important, the volume of flights has been triple that during the Prowler era. Now, it's four or five days a week, from late morning to Midnight and beyond. The noise is so loud that we are unable to be outdoors without hearing-protection, we are unable to have guests because it's impossible to have conversations without shouting, we are unable to listen to the radio or watch TV when they fly over our house, and we cannot sleep until they end operations, sometimes well after Midnight.

We are also concerned about the safety of the local population while these jets are flying, especially considering that two of them have experienced emergencies in the last year in Eastern Washington, one of which resulted in a crash and loss of life. During a conversation we had with one of your Oak Harbor Air Station representatives regarding the pilots' swinging well outside the designated flight pattern, their answer was that the Growler is so difficult to fly that the pilots can't worry about staying within the proper range.

In short, the situation has gone from one we could tolerate in support of the Navy to one that has destroyed our lifestyle and our enjoyment of Central Whidbey, diminished, if not decimated, the value of our property, and turned us toward opposing the Navy's activities in this area.

It is clear to us that the Navy has outgrown OLF after some seventy years and we suggest it is time for the Navy to acknowledge that as well. Exceeding the capacity of a location is a routine occurrence, whether it's a small family that moves to a larger home as their family expands, a small business seeking larger space as they grow, or churches and schools that reach a point where they must move to a more appropriate location in order to meet current needs. The Navy, too, should assess whether they have exceeded the capacity of the Coupeville OLF location.

As you develop the EIS regarding Growler operations at OLF, please consider the following:

The scope of the EIS should be expanded to include all EA-18G and EA-6B operations at NASWI, not just impending additions, to determine how they impact the local communities and environment.

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." The very suggestion that the scream of the jets would be averaged with the quiet of a normal day and night in order to assess the noise impact to residents indicates the possibility that data could be massaged to favor the Navy's position.

Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems, emotional strain, the greater susceptibility of children, and the harm to livestock and wildlife.

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 growth in population allowed by zoning since operations began increases the odds that an emergency will have catastrophic results.

Examine the effects of OLF flight operations on recreation, tourism, agriculture and wildlife in Ebey's Landing National Historic Reserve, an area of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat.

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.

Investigate the negative impact of jet noise on local businesses, including lodging, restaurants, retail, agriculture, and schools both public and private.

Respectfully submitted,

(b)(6)

A rectangular grey box redacting the signature of the sender.

Coupeville, WA 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Tuesday, December 03, 2013 18:49:47

----- Forwarded message -----

From: (b)(6)
Date: Tue, Dec 3, 2013 at 1:38 PM
Subject: Fwd: Be Heard By The U.S. Navy
To: annwilsonartist@gmail.com, ktldy3gayle@aol.com, clafondi@frontier.com

Here are the suggestions as to how you submit an e-mail to: whidbeyEIS@navy.mil If you need further FACTS please go to the website: citizensoftheebeyreserve.com We have done a LOT of research. When the Growlers resume flights in January at the OLF field there is no doubt that we will be exposed to significant noise that WILL result in hearing loss and the quality of life we have here. Real estate values have decreased already significantly which in general will reduce the tax base for Island County. Even though we all like to pay fewer taxes it will devastate our county budget. The reasons go on and on. We are ONLY interested in closing the OLF. If you have concerns regarding NAS Whidbey in OH that is your personal choice.

Please note that you do not have to send a cc to citizens of obeys reserve...although that would be great. Under the next letter I will send you my recent comments and comments by other people so that you get inspired.

THANK YOU, (b)(6)

Begin forwarded message:

From: "Ken Pickard" <noreply@list.moveon.org>
Subject: Be Heard By The U.S. Navy
Date: December 2, 2013 1:27:28 PM PST
To: (b)(6)
Reply-To: "Ken Pickard" <kenpickard28@gmail.com>

As a result of our federal lawsuit the Navy has agreed to prepare a detailed Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville. We have a very limited time for each of us to input what we think should be researched and addressed in the EIS. Please, Please take the time to send in your comments via email or hard copy letter to make this scoping of the EIS process effective. Thank you. Ken Pickard

1. Select FORWARD from your email
2. In your email TO: type WhidbeyEIS@navy.mil
3. In your email cc: type citizensoftheebeyreserve2@gmail.com
4. You can now enter your Name and Comments in the document inserted below

5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
6. Send 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: (type any additional comments you have here)

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-1658513-NiRRUj>

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From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [citizensoftheebysreserve2@gmail.com](#); [kenpickard28@gmail.com](#); [Brabanski, Marianne](#)
Subject: Growler Operations at Coupeville OLF
Date: Tuesday, December 03, 2013 19:36:35

I moved to Whidbey Island in 1997 and bought a house at (b)(6) at which time I was provided a map of OLF flying noise zones and was told that such flights would cease on or before 10 a.m. whenever flying. I sold my house and moved to a Coupeville (home at (b)(6) t (S8270-00-0G009-0 purchased 1/8/2002) and (studio at (b)(6) (R13233-363-4140 purchased on 1/1/1998)). I was provided a NAS Map AICUZ (A-7) which showed both properties outside the noise zone).

I have found repeatedly late night flights, some after midnight, especially when each new commander takes over. It would seem as though previous agreements regarding noise decibel levels and flying times are never adhered to.

In view of potential damage to our ears and the new Growler decibel levels and continued failure to adhere to hours of flying, I FULLY SUPPORT ANY EFFORTS TO CLOSE THE OLF.

(b)(6), Coupeville, WA 98239 (b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: [Community] Be Heard By The U.S. Navy
Date: Wednesday, December 04, 2013 15:05:21

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.

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-1683685-Oj8kAQ>

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<https://civic.moveon.org/donate4/creditcard.html?cpn_id=687>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: More Navy Jets
Date: Wednesday, December 04, 2013 13:05:08

We own a small rental house in Admirals Cove. Last spring, our tenant, a Navy employee, left because she could no longer stand the noise.

She said, "I love this house and the neighborhood, but the jets are disrupting my life. I get up at 5AM to drive to work at the hospital, and the noise keeps me awake sometimes until after midnight. I've got to get away from these jets."

We continue to lose income because of the jets.

Sincerely,

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Jet Noise
Date: Wednesday, December 04, 2013 12:49:44

To experience the damage that the Navy jets do to the local Coupeville neighborhoods, we have an invitation:
When the jets fly over Admirals Cove, please bring your families, including young children and pets, to 1304
Farragut Dr and enjoy some free refreshments on our beautiful deck overlooking the Pudget Sound.
No earplugs allowed.

Sincerely,

(b)(6)

P.S. We'll be surprised if anyone in authority has the courage to take us up on this.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Wednesday, December 04, 2013 0:37:25

Dec 3, 2013

To whom it may concern,

Dear Sirs,

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.

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OTHER COMMENTS: I curse the violent intrusion into our lives, and everyone responsible for it, every time it happens. The base should be moved to an unpopulated area.

Sincerely, (b)(6)

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<https://civic.moveon.org/donate4/creditcard.html?cpn_id=687>

<<http://petitions.moveon.org/o?i=17437-4222712-zn4Ixz>>

----- End forwarded message -----

DATE: 12-29-13

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 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-18G's 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.

*I am very concerned about all of this,
the VIOLENCE which is forced upon us
by the jets. The violence!*

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Concerns to be addressed in the EA-18G "Growler" EIS
Date: Monday, December 02, 2013 18:26:26

To whom it may concern:

I want to add my voice to those who questioning the appropriateness of continued operation of the Off-field Landing Field in Coupeville, Washington. I have three things that I would like to see:

Scope—the EIS should be expanded to include ALL EA-18G and EA-6B operations at Naval Aviation Station Whidbey Island to determine the impact on the environment and on the local communities.

Noise—Noise assessments need to be conducted on the ground and not estimated from models. Sound propagation over water and within the surrounding mountains and hills cannot be easily evaluated from numerical models. Actual acoustic reports from JGL Acoustics recorded maximum decibel levels from Growler operation at the OLF were “well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss.”

Safety—the short, outdated World War II era Coupeville landing strip subjects neighboring residents and pilots to substantial risks that have never been fully evaluated.

OLF flight operations have a marked effect upon the valuable recreational, agricultural and wildlife uses of Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. The Navy should close the outdated Coupeville OLF and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

(b)(6)

PORT TOWNSEND, WASHINGTON 98368

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF EA-18G EIS Project Manager (Code EV21/SS)
Date: Monday, December 02, 2013 18:54:55

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.

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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.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: CitizensoftheEbeyReserve2@gmail.com
Subject: FW: Be Heard By The U.S. Navy
Date: Tuesday, December 03, 2013 2:19:09

Subject: Be Heard By The U.S. Navy
 To: lbsaltpal@msn.com
 Date: Mon, 2 Dec 2013 13:27:28 -0800
 From: noreply@list.moveon.org

As a result of our federal lawsuit the Navy has agreed to prepare a detailed Environmental Impact Statement regarding the EA18G Growlers at Naval Air Station Whidbey Island and OLF Coupeville. We have a very limited time for each of us to input what we think should be researched and addressed in the EIS. Please, Please take the time to send in your comments via email or hard copy letter to make this scoping of the EIS process effective. Thank you. Ken Pickard

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 3. In your email cc: type citizensoftheebeyreserve2@gmail.com
 4. You can now enter your Name and Comments in the document inserted below
 5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
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- From:

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OTHER COMMENTS: All of the above statements are valid. The damage the Navy is doing with the EA-18G to our health, hearing, sanity, real estate values, childrens lives, air pollution and particulate levels is incalculable. I myself had an audiogram done recently and found (no surprise here) SIGNIFICANT hearing loss in the 2500-7000 hz range. "Classic flight line hearing loss" the audiologist told me, and I dont want my grand daughter to suffer the same fate!! The aircraft is TOO LOUD!! NO ONE should be repeatedly exposed to 120+ db!! The Navy is deafening their own people and its sad to know a generation of children will need hearing aids WAY BEFORE their time.

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-6353209-tl6yqM>

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<<http://petitions.moveon.org/o?i=17437-6353209-tl6yqM>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: Be Heard By The U.S. Navy
Date: Monday, December 02, 2013 23:43:29

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: We live across the water in Jefferson County and the noise over here is deafening. Please make sure that your assessment of impact on 'local communities' include the ones that you may think aren't impacted, like ours.

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<http://petitions.moveon.org/o?i=17437-2159376-GPbexw>

Whidbey Environmental Action Network

Restoration Education Preservation

Box 53, Langley, WA USA 98260

(360) 579-4202

wean@whidbey.net

*Dedicated to the preservation and restoration of the native biological diversity
of Whidbey Island and the Pacific Northwest*

Dec. 31, 2013

TO: Naval Facilities Engineering Command Atlantic

6506 Hampton Boulevard

Norfolk, VA 23508

Attn: Code EV21/SS EA-18G EIS Project Manager

RE: Comments by Whidbey Environmental Action Network

Below are Whidbey Environmental Action Network's comments regarding the scope of the EIS for NAS Whidbey.

1. Scope of EIS improperly limited.

The scope of the EIS as described in the Federal Register is improperly limited. The notice states that the ongoing EA-18G Growler jet operations will be used as the baseline.¹

However, there has been no proper or adequate environmental analysis of the impacts of the existing Growler jet operations. Additionally, some aspects of NAS Whidbey operations that have been ongoing for even longer have never been subjected to environmental analysis and review, e.g., fuel dumping; limited definition of the entire impacted area. The EIS must address all significant impacts, including those resulting from existing Growler jet operations throughout the entire affected area.

2. Notification inadequate.

The Navy has failed to properly notify communities and interests throughout the affected area of the opportunity to submit comments on the scope of the EIS. The existing Growler jet operations adversely impact portions of four counties (Island, including both Whidbey and Camano Islands; Skagit; San Juan; and Jefferson counties), multiple state parks, and one National Park. Yet, there was no notification of the public, elected officials, or agency managers outside of a limited portion of Island County. The Navy needs to adequately notify these communities and interests, and extend the scoping comment deadline.

3. Data collection needs to be commenced.

The resumption of operations at the outlying field ("OLF") south of Coupeville needs to be used as an opportunity to collect data on several aspects of Growler operations, particularly noise, and air and water quality as they are affected by fuel dumping. Data collected needs to

¹ "The EIS will evaluate the potential environmental effects associated with the introduction of two additional EA-18G Growler expeditionary squadrons (10 aircraft) and the addition of three EA-18G Growler aircraft to the Fleet Replacement Squadron (FRS) when added to baseline conditions, including ongoing EA-18G Growler airfield operations, at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF) Coupeville." Federal Register notice.

be considered in light of the episodic spike in flights and fuel dumping that typically occur with the end of the fiscal year due to "use it or lose it" budget requirements.

4. Adverse noise impacts.

Adverse noise impacts need to be thoroughly studied and disclosed in the EIS, considering both the magnitude (loudness) and frequency range. Actual noise levels and frequencies need to be determined by measurement throughout the affected area, not just in the immediate vicinity of the OLF. This includes throughout central and north Whidbey, including Coupeville and Oak Harbor, all affected state parks and the affected portion of Olympic National park, affected portions of Skagit County, Port Townsend, San Juan County, and on the water where boaters may be subjected to the noise. Actual noise measurements should be used and not obscured by "averaging," a method commonly used to attempt to obscure and downplay noise impacts.

a. Adverse noise impacts to human health.

The EIS needs to consider the variable ages of the affected human population (especially youth using the Patmore Road ball field and all schools in the Coupeville school system) and both immediate and chronic impacts to human health, including hearing damage, elevated blood pressure, stress, loss of sleep, etc. There needs to be particular consideration of exposed cohorts that have no refuge from the noise, e.g., travelers (measurements should be made of noise volumes in motor vehicles), boaters, people recreating at all of the affected state parks, etc. Results should be presented in terms of impacts to individuals (i.e., exposure thresholds resulting in hearing loss) and populations (i.e., epidemiological statistics, such as the increased rates of cardiovascular disease and resulting mortality for exposed populations).

b. Other adverse noise impacts to humans.

The economic impacts of noise generated by Growler jet operations also need to be disclosed. These include reduction in property values; reduction in income due to lost work opportunity and productivity (e.g., inability to perform time dependent farm work due to Growler noise), economic health costs, and reduction in recreation and tourism.

c. Noise impacts to wildlife and livestock.

The adverse noise impacts to wildlife must be studied and disclosed. In particular, impacts in areas where there are aggregations of avifauna should be determined, including Crockett Lake, Smith and Minor Islands, and areas of Puget Sound. This includes not just resident individuals, but periodic visitors (e.g., migrating birds). Noise impacts to listed species which may not occur in large aggregations, particularly Marbled Murrelet, also need to be considered. Due to the frequency profile of the sound made by Growler jets, there is also the potential for noise impacts to marine mammals, both listed and unlisted. The degree to which the peculiar noise generated by Growler jets penetrates into the subsurface marine environment needs to be determined and disclosed, as well as any potential adverse impacts to marine mammals. Additionally, impacts of noise on livestock also need to be disclosed.

5. Fuel dumping.

No environmental analysis has ever been conducted for fuel dumping at NAS Whidbey. Reports by local residents strongly suggest that this increases dramatically during the increased operations that usually occur at the end of the fiscal year. First, the Navy needs to disclose any existing data regarding fuel dumping it may have; and, if there is none, disclose this lack of data. Second, a formal monitoring program needs to be put in place that will log and record instances of fuel dumping, including where the dumping occurred, jet speed and elevation, and how much fuel was dumped. This system should operate in tandem with a well publicized easy-to-use system allowing members of the public to report fuel dumping. Third, experimental dumping should be conducted with data collection including: elevation and plane speed; local weather at the time; amount dumped; duration of discharge; and fate of discharged material at varying distances, including in terms of standard air pollutant standards. These results need to be evaluated both in terms of human and animal (livestock and wildlife) health and effects on vegetation, including forest trees with associated epiphytes whose upper portions are more exposed. Investigation of impacts of fuel dumping on forest canopies also needs to consider possible impacts of wind created by low flying jets. This review must also consider the rare status of some of the plant communities that may be impacted, including forest at Rhododendron Park, prairie remnants on Smith Prairie (including the presence of the federal and state listed Golden Paintbrush (*Castilleja levisecta*), the rare forest types along Whidbey's west coast, Admiralty Inlet Natural Area Preserve, and various plant communities in both the affected state and national parks. Impacts to aquatic systems, including both freshwater and marine waters, that may be receiving locations for dumped fuel and its byproducts also needs to be investigated.

6. Electromagnetic radiation pollution.

The impacts to human health from electromagnetic radiation from antenna farms, radar installations, etc. on human and animal health needs to be investigated and disclosed. Anecdotal information regarding the 'antenna farm' off of West Beach suggests that that facility was adversely impacting human health. Emission from other NAS Whidbey facilities need to be investigated to determine the range and strength of their emissions on human and animal populations in surrounding areas.

7. Greenhouse gas emissions.

NAS Whidbey's greenhouse gas emissions should be disclosed, including that portion attributable to touch and go carrier training. Existing and proposed mitigations should also be disclosed.

8. Cement block barricade around OLF.

We were told at the Coupeville scoping meeting that an environmental categorical exclusion was issued for this action, despite its location at the southern entrance to Ebey's Landing National Historic Reserve, a unit of the National Park System. This proximity was not even considered, since the OLF is not within the Reserve boundaries. This rationale for avoiding proper environmental review is not consistent with NEPA's plain statutory requirements or relevant appellate law, which have long held that a "hard look" at significant impacts must be taken. The conclusion by the Washington Department of Archaeology and Historic

Preservation that this action has an adverse impact on cultural resources simply states the obvious. The Navy must perform an EIS for this action, including of the aesthetic impacts to the Reserve. Combining it with the larger operations EIS would make sense, but in any event, the Navy must perform proper environmental review of this action.

9. Impacts of human population increase.

The impacts of the human population increase attributable to the NAS operations must also be studied. This includes socioeconomic impacts, including effects on Oak Harbor's crime rate (e.g., rates of domestic abuse, and violent crime), load on social services (e.g., rates of alcoholism and domestic abuse) and economic burden on local public schools. The economic costs to the City and County of dealing with these impacts must also be addressed.

10. Vegetation management.

There does not appear to be any coordinated management of vegetative resources, including both weeds and rare plants and communities. While a coordinated vegetation management plan would be advantageous, in any event the EIS must address the impacts of weeds and lack of management of rare plants and communities.

a. Weeds at OLF.

Since haying of OLF was ended, there have been complaints about that area serving as a source of wind borne weed seed that affects area farms, particularly Canada Thistle (*Cirsium arvense*). Ideally, regardless of air operations, NAS Whidbey would create a formal management plan for the vegetation at OLF. This might range in complexity up to restoration of native plant communities (e.g. prairie). While this approach would be preferable, cheaper, lower maintenance, and easier in the long run, in any event the EIS needs to address weed control around OLF. This must also consider the likelihood that the area immediately surrounding the newly placed cement barrier blocks (see above) will be prone to bird disseminated (via defecated seed) weed invasion, particularly of invasive blackberry.

b. Scotch Broom (Cytisus scoparius) infestations.

There are extensive areas of NAS Whidbey that are heavily infested with Scotch Broom (*Cytisus scoparius*). Based on soil mapping, these areas were formerly conifer forest, Oak woodland and savanna, or prairie. The EIS should discuss the impacts of leaving these areas in their current degraded state.

c. Rare plants and communities.

There are several rare plants and communities present on NAS Whidbey, including an Oregon White Oak-Snowberry association and the listed Golden Paintbrush occurrence on the sea plane base. There does not appear to be any ongoing active management of these. Without active management, degradation is predictable and should be discussed.

These comments are perforce limited in scope because of the restricted comment period. We would welcome an extension of that comment period so that we might present more comprehensive comments on the scope of the proposed EIS.

Navy Jet Noise EIS scoping issues, preliminary

1. impacts of jet noise, fuel dumping, and exhaust pollution on visitor experience in State Parks:
 - i. Deception Pass (including islands)
 - ii. Dugualla
 - iii. Joseph Whidbey
 - iv. Fort Ebey
 - v. Fort Casey
 - vi. Ebey's Landing
 - vii. Keystone

National Parks

Ebey's Landing National Historic Reserve

Ebey's Bluff
2. impacts of jet noise, fuel dumping, and exhaust pollution on native plant & animal species and communities in:

State parks (as listed above)

National Park units (as called out above)

Nature Conservancy Lands

Pacific Rim Institute
3. impacts of land use and management on prairie ecosystem at:

OLF

NAS Whidbey Island (Garry oak savannah)
4. impacts of new wells and water rights on water table in watershed surrounding golf course.
5. Impacts on the visitor experience of being excluded from 21 miles of shoreline surrounded by state and national park units.
6. Impacts of runoff from large areas of impervious surface into wetlands and aquatic environment.
7. Impacts of increased NAS population.
8. Impacts of NAS activities on T&E species on NAS Whidbey.
9. Impacts of electromagnetic disturbance from antenna farms, radar installations, etc on human and animal health.
10. 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.
11. Impacts of jet noise, fuel dumping, and exhaust pollution in the San Juan islands.
12. Impacts of jet noise, fuel dumping, and exhaust pollution on Camano island.
13. Aesthetic impacts of new ecology block/cable enclosure around OLF Coupeville.
14. Impact on wildlife/ habitat of new ecology block/ cable enclosure around OLF Coupeville.

Navel Facilities Engineering Command Atlantic
6506 Hampton Blvd
Norfolk, VA 23508
ATTN;Code EV21/SS

To Whom it May Concern(and it concerns a lot of us);

I am writing to add my concerns about the Navy's proposed plans to expand to the air craft and thus air traffic at NAS Whidbey. I have lived on the south end of Lopez Island for over 45 years. I feel genuinely impacted by the air base a few moments away from my home by jet. At one point the Navy considered closing the base here. That would have been a wise decision considering the areas rapidly expanding population. The permanent population of Lopez has grown over four times since I moved here, the tourist industry had not even begun at the time. In 1968 there was one small ferry serving the San Juan Islands. It took two round trips to Anacortes and back each day. Now I notice 21 trips by a fleet of Super Ferries. This expansion of population will not decrease. Now, along with that, the Navy is proposing to add even more squadrons of jet fighter planes to the mix.

A few years back the old Captain of the base was replaced with another. The old Captain was aware of citizens concerns and seemed to make a sincere effort to do what he could to mitigate noise and other impacts. We invited the new base caption to come to Lopez and talk to us about these issues. We found him unresponsive and uncaring about us essentially he said 'just suck it up' and added "If you think the noise is bad now just wait till the new growlers arrive" (that is a direct quote).

Adding more planes to NAS Whidbey will be like throwing jet fuel on a situation that already is bad enough. I can hardly imagine this would be unnoticed and or welcomed by the citizens already negatively impacted by the Base's activity. . I am NOT against our having a strong military, I am however concerned about common sense. Americas largest industry is armaments, The US outspends the worlds next 25 largest economies on our military. We take money away from Social security and food safety inspectors at the same time we add to the military's budget. How the heck much is enough ? What a massive boondoggle for the "defense" industry. What a waste, NAS Whidbey's sign "Pardon Our Noise it's the Sound of Freedom" sounds more like the sound of tyranny every day.

I am registering my concerns about noise, this is a major issue here. At times the sounds coming across the water and over our heads makes it seem like we are at war,,,,,HERE. I am also concerned about fuel dumping. A beautiful summers day here is often accompanied by the smell of jet fuel. The new base captain said "We dump in the middle of the Straits by Smith Island, the seals don't seem to mind it". What BS, what arrogance!

Please be cautious about any expansion of fighter jet traffic on Whidbey Island. Please consider the possibility of moving this activity to an area not surrounded by a large and rapidly expanding civilian population.

Thank you;
(b)(6)

In addition, I, (b)(6) wife of (b)(6) would also like to go on record in favor of reducing jet noise, not increasing it!

I have lived on Lopez Island for 33 years and tell you quite honestly that I must cover my ears to protect them from the inhumane decibels. Our entire house shakes, rattles and vibrates with every passing "Growler".

In my husbands' letter (other side), he comments on the sign that the Navy base USED to have, but it is clear to me, that with the removal of that sign years ago, the new intended message from the base is, that there are no longer "Pardons" being asked. The Navy's new attitude is; "We don't care, we don't have to!"

While you feel license to create as much noise as possible in the name of U.S. defense, please consider the truth that NO amount of training, weaponry, or stealth will EVER keep us safe in this world today.

Train your pilots to drop "care packages" – "Gift of the Great U.S.A.", the world over. You will be assuring our safety forever, WITHOUT all the hype, noise and expense.

Thank you. Your neighbor,

(b)(6)

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6506 Hampton Blvd
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Thank you. Your neighbor,

(b)(6)

January 2, 2014

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

Dear Sir,

I live in Oak Harbor, Washington, am the widow of a military retiree, and appreciate the Navy base facilities at NAS Whidbey Island. However, I also find the EA 18G aircraft to be very loud. Is there not some way the loud noise, these airplanes generate, can be mitigated? I feel the computer models that seem to imply that there is only limited noise and that in fact they are quieter than the old Prowlers; does not fully describe what it is like to find oneself in the close vicinity of these operating aircraft. This happened to me a few months ago while driving when a Growler passed overhead. As soon as possible I pulled off the road and covered my ears, but I experienced "ringing" in my ears for 20 minutes. I feel so sorry for people who live close to OLF Coupeville and are exposed to such loud sound for hours on end.

I read the EIS statement that stationing even more Growlers at NAS Whidbey Island will bring about 3000 more people to the area. This delights a certain faction here, who I feel are only interested in the money the Navy will spend here and have little if any interest in the quality of life on Whidbey Island. I too feel economic development has a place but my feeling is it needs to be balanced by quality of life issues. I hate to see increased traffic, crowding, and destruction of the environment which unfortunately follows when there is an increase in the population. I wonder if you are aware of the precarious situation that exists in this area for water use. Years ago the Geological Survey, water quality division warned Island County about salt water intrusion into wells on the island. I understand Island County chose to ignore this warning in favor of "economic development". You do know the island and the NAS are totally dependent on Skagit County for potable water. I have been told by some people that "it rains all the time, we got plenty of water". How will the large increase in population, some Navy some civilian, be affected by the water situation? Please plan ahead.

There is a group here who feel that any mention that the EA 18 Growlers are loud, is a criticism of the military. They are quite vocal and suggest that a request for mitigation of airplane noise is indicative of unpatriotic lowlifes who want to close NAS Whidbey Island. Therefore, please do not publicize my name, I am afraid of them. I am definitely not trying to close NAS Whidbey Island and I feel as a taxpayer it is incumbent on citizens to express their feelings, so the EIS Project Manager can make fully informed decisions.

I hope you can mitigate the loud noise made by the Growler aircraft. I hope too you do not increase the number of Growlers at NAS Whidbey Island. I hope you realize that some residents of Oak Harbor do like the Navy Base, but also find noise, and increase in population degrade the quality of life here.

Thank you

(b)(6)



Oak Harbor WA 98277-3254



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 WA 98221
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

The Whidbey base is essential for US/Canadian defense. Most of the time since WWII the base has lived and worked at peace with its neighbors. It was quiet when my folks retired here in the 1960's. But when I inherited in the mid 1980's, there was so much racket, so often in day and night (until 1 am) that it was impossible for me (and others like me) to sell. The "Sound of Freedom" was the "Sound of Bullies."

As a result, groups organized on Whidbey, Fidalgo, Guemes, Lopez Islands and elsewhere to cut the noise.

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

The San Juan Islands, where this base is, is world renowned for beauty and quiet. Sound of planes is therefore more significant than in cities like Norfolk. People come here to retire or to work in the oil refineries. Both workers & retirees have the need for quiet and sleep.

The 1980's EIS was effective in dealing with the noise. It used real time noise on the approaches to run ways & over Burrows Bay, Pleasant Ridge, Shelter Bay, etc.

"Average" noise is a joke - a way to hide the effect. We need noise during operations and on the leaders mandated routes. No add extra after 10 pm. There should be no flying between midnight and 8 am - there are no reasons to do so. If the pilots must turn & drop over that house on Pleasant Ridge, buy it & put a naval officer there to bear the physical brunt of the noise.

Further, there are times when something is being done at Ault (engine testing perhaps?) that causes the land at Burrows Bay to vibrate - land, building & chairs vibrate. Will that lead to a land slump some day?

A 'flyover' lasts more than 1 second - the noise lasts more than a minute.

When the wars are over and all the planes return, what kind of nightmare will that be? More - why are prowlers and their function needed at the Pacific & not the Atlantic or Caribbean?

Finally, you claim scoping was 120 days but it actually was 29 days - From 12/3/13 to 1/2/14. I want actual information, not a white wash.

For more information, please visit the project website at whidbeyeis.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.ai-GRA-10/15/13

David S. Mann
Direct: (206) 621-8869
mann@gendlermann.com

January 2, 2014

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

Re: Scoping Comments for EA-18G Growler Airfield Operations at Naval Air Station
Whidbey Island

Dear Project Manager:

These scoping comments are submitted on behalf of Citizens of Ebey's Reserve. These comments supplement comments you will also receive from individual members of Citizens of Ebey's Reserve.

Please add my name to your mailing list and provide a copy of the Draft EIS when Complete.

I. The Alternatives Analysis Must Consider Closing OLF-Coupeville

The alternatives analysis is indeed the “heart” of environmental review. 40 C.F.R. § 1502.14. An EA must “rigorously explore and objectively evaluate **all** reasonable alternatives, and, for alternatives which were eliminated from detail study, briefly discuss the reasons for their having been eliminated. 40 C.F.R. § 1502.14(a) (emphasis added).¹ The environmental impacts of the proposal and the alternatives must be presented in a comparative form, “thus sharply defining the issues and providing a clear basis for choice 40 C.F.R. § 1502.14(a). “Informed and meaningful consideration of alternatives – including the no action alternative – is thus an integral part of the statutory scheme.”²

For two reasons the EIS must address the alternative of eliminating all flight operations at OLF-Coupeville. First of all, the alternatives analysis must include the alternative of “no action.” 40 C.F.R. § 1502.14(d). In this case, the true no action alternative is no further flight operations at OLF-Coupeville.

Second, in addition to being the true “no action” alternative, this is also a “reasonable alternative” that would result in a significant reduction in impacts from noise, as well as impacts to habitat, property values and public health.

¹ *Mountaineers v. U.S. Forest Service*, 445 F.Supp.2d 1235, 1244 (W.D. Wa. 2006).

² *Bob Marshall Alliance v. Hodel*, 852 F.2d 1223, 1228 (9th Cir. 1988).

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II. The EIS Must Describe the Affected Environment

The CEQ NEPA regulations require a succinct description of the environment of the area to be affected by the alternatives. 40 C.F.R. §1502.15. In this case, because the most significant impacts of the Navy's operations at OLF-Coupeville arise from noise, the Navy's description of the affected environment must include an assessment of baseline, ambient noise conditions. *See* Discussion below in Section III.C.1. The "affected" environment discussion must also include at least an assessment of (1) the number residences and people, including children, living with the zone affected by operations at OLF-Coupeville; (2) a description of schools affected by operations at OLF-Coupeville; (3) a description of parks and open space, including National and State parks that are affected by operations at OLF-Coupeville; and (4) a description of all wildlife and wildlife habitat affected by operations at OLF-Coupeville.

III. The EIS Must Fully Address the Environmental Consequences

The CEQ NEPA regulations require a complete and thorough discussion of the environmental consequences of the proposal and alternatives. 40 C.F.R. § 1502.16.

A. The EIS Must Address the True Cumulative Effects

The EA and FONSI must examine "whether the action is related to other actions with individually insignificant, but cumulative significant impacts." 40 C.F.R. § 1508.7(b)(7). "Significance exists if it is reasonable to anticipate a cumulative significant impact on the environment."³

The NEPA regulations define cumulative impacts as:

The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively significant actions taking place over a period of time.

40 C.F.R. § 1508.7.⁴

In order to "consider" cumulative impacts, NEPA requires quantification and detailed information, including a cataloging of relevant past actions in the area.⁵ The Federal Register notice implies that the EIS will focus only on the addition of two additional Growler expeditionary squadrons and the addition of three EA-18G Growler aircraft to the Fleet Replacement Squadron. Limiting review only to these proposed additions would violate NEPA.

³ *Id.*

⁴ *Mountaineers*, 445 F.Supp.2d 1246; *Lands Council v. Powell*, 395 F.3d 1019, 1027 (2005).

⁵ *Neighbors of Cuddy Mountain v. U.S. Forest Service*, 137 F.3d 1372, 1379-80 (9th Cir. 1998); *Lands Council*, 395 F.3d at 1027

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The EIS must identify and discuss the true cumulative effect of all flight operations at NASWI including existing operation.

B. The EIS must address impacts on National and State Parks

The CEQ NEPA regulations require a discussion of possible conflicts between the proposed action and the objectives of Federal, regional, State and local land use plans, policies and controls. 40 C.F.R. § 1502.15(c). In this case, the EIS must describe and discuss impacts of NASWI operations on the purpose and policy of the two nearby National Park properties - Ebey's Landing National Historic Reserve and Ebey's Bluff. The EIS must also address the impacts of operations on the nearby State Parks, including Deception Pass, Dugualla, Joseph Whidbey, Fort Ebey, Fort Casey, Ebey's Landing and Keystone.

C. Additional Elements of the Environment

The EIS must address at least the following topics:

1. Noise: As discussed in the attached scoping comments of JGL Acoustics (incorporated by reference), the EIS must address the total impact of noise from flight operations at OLF-Coupeville and Ault Field. This discussion must include a complete and valid measurement and assessment of ambient baseline conditions as well as current flight conditions in addition to any proposed additional flights. A minimum of 4 measurement locations is recommended for long-term (1-week) ambient noise monitoring. At a minimum, the following ambient noise level statistics should be recorded at each measurement location for each hour of the 7 day period:

- L_{Aeq} , the A-weighted time average sound pressure level
- $L_{Amax,fast}$, the maximum A-weighted sound pressure level (fast response)
- L_{Apk} , the maximum A-weighted peak sound pressure level
- L_{A90} , the A-weighted sound pressure level exceeded 90% of each 1 hour period
- L_{A1} , the A-weighted sound pressure level exceeded 1% of each 1 hour period
- L_{Zpk} , the maximum Z (unweighted) peak sound pressure level

After the data is collected, the measured results should be analyzed to determine the following noise level statistics for each measurement location:

- Weekday average hourly L_{Aeq} , $L_{Amax,fast}$, and L_{Apk} vs. time of day (24 hours)
- Weekend average hourly L_{Aeq} , $L_{Amax,fast}$, and L_{Apk} vs. time of day (24 hours)
- Full week average hourly L_{Aeq} , $L_{Amax,fast}$, and L_{Apk} vs. time of day (24 hours)
- Weekday average hourly L_{A90} , L_{A1} , and L_{Zpk} vs. time of day (24 hours)
- Weekend average hourly L_{A90} , L_{A1} , and L_{Zpk} vs. time of day (24 hours)
- Full week average hourly L_{A90} , L_{A1} , and L_{Zpk} vs. time of day (24 hours)
- L_{dn} for each day of the week, and average L_{dn} for the full week.

In addition to documenting the existing acoustical environment, the EIS should present the

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results of aircraft noise level predictions using the latest version of the NOISEMAP software (or equivalent) around the Coupeville OLF. The following noise contours should be presented in 5 dB intervals covering the entire south half of Whidbey Island: L_{dn} , $L_{Amax,fast}$, and L_{Apk} . In addition to providing noise contours, the EIS should also predict aircraft noise levels at each of the ambient noise measurements locations (long-term and short-term). A summary table should be presented showing the existing ambient and the predicted future aircraft noise levels at each location. Predicted future noise levels should include 1 year, 5 years, 10 years, and 20 years into the future.

The EIS should also reveal the number of people that will be impacted by the project, and the level of impact. Specific questions that should be addressed include:

1. How many people will suffer loss of sleep, and to what degree?
2. How many people will suffer hearing loss, and to what degree?
3. How often will aircraft noise levels degrade speech intelligibility indoors?
4. Will excessive building vibrations result from the project, and to what degree?
5. To what extent will noise affect the public's use of National Parks including Ebey's Landing and Ebey's Bluff, the multiple area State parks, shorelines and Nature Conservancy lands.
6. To what extent will noise affect populations outside of Whidbey Island including the rest of Island County, San Juan County, Skagit County and Jefferson County?

2. Air Quality: The EIS must discuss the impacts from existing and proposed increased flight operations on air quality. This includes the air quality at the two National Parks on Whidbey Island – Ebey's Landing National Historic Reserve and Ebey's Bluff.

3. Public Health: The EIS must address the numerous peer-reviewed studies documenting the various health effects of aircraft noise, including permanent hearing damage, blood pressure and cardiac problems; mental health problems; problems related to lack of sleep; how children have a greater susceptibility to jet noise; and impact on education due to loss of sleep. Studies include those by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency.

4. Public Safety: The EIS must address impacts from existing and proposed increased flight operations on and public safety from aircraft crashes over the populated area within the flight path for OLF-Coupeville. This includes a discussion of how many residents could be injured in the event of a crash. This includes also the impact of a crash caused by bird strikes.

5. Wildlife and Habitat: The EIS must address the impacts on existing and proposed increased flight operations on wildlife including migratory birds and wildlife habitat including National Parks, State Parks, Shorelines and private reserves. The EIS also must address the impacts of existing and proposed increased operations on threatened and endangered species residing within the NASWI.

6. Livestock: The EIS must address the impacts on existing and proposed increased flight

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operations on livestock in the vicinity of OLF-Coupeville

7. Water Quality: The EIS must address the impacts to water quality from the existing and proposed increased flight operations on water quality. This includes (1) the impacts from intentional, accidental or emergency release of fuel; (2) the impacts related to fallout from air contaminants; and (3) the impacts from leaks from fuel storage tanks.

8. Property Values: The EIS must address the impacts of existing and proposed increased flight operations on property values. This discussion should include an analysis of property purchase and sales in the vicinity of OLF-Coupeville since 2004.

9. Quality of Life: The EIS must address the impacts of operation at OLF-Coupeville on the overall quality of life or livability for affected residents. This includes an assessment of ability to hold a conversation, talk on the telephone, watch television, sleep, work in the yard, entertain and otherwise simply live under and nearby the flight paths.

10. Land Use: The EIS must address the impacts of existing and proposed increased flight operations on land use patterns on Whidbey Island, including impacts of designation of hazard safety zones.

11. Tourism: The EIS must address the impacts, including socioeconomic impacts of existing and proposed increased flight operations on tourism in Island and San Juan Counties. This includes impact on tourism at the nearby National Parks – Ebey's Landing National Historic Reserve and Ebey's Bluff, and nearby State Parks, including Deception Pass, Dugualla, Joseph Whidbey, Fort Ebey, Fort Casey, Ebey's Landing and Keystone.

Please do not hesitate to contact me if you have any questions.

Very truly yours,

GENDLER & MANN, LLP



David S. Mann

Enclosure

cc: Clients



December 31, 2013

David S. Mann
GENDLER & MANN, LLP
1424 Fourth Ave., Suite 715
Seattle, WA 98101

Subject: Whidbey Island Military Jet Noise
Recommended EIS Scope

Ladies and Gentlemen:

I understand that the Navy has agreed to prepare an EIS to address all impacts of the EA18G aircraft (Growlers) stationed at the Whidbey Island Naval Air Station. This report presents my recommendations for the scope of the EIS as it pertains to environmental noise impacting south Whidbey Island in the vicinity of Coupeville OLF.

The first step is to accurately measure and document the existing acoustical environment. This requires measurement of the ambient noise in selected locations that are expected to be impacted by the proposed project. Outdoor ambient noise measurements should be collected continuously over a minimum period of 1 week at each measurement location. A full week is recommended to obtain meaningful long-term average ambient noise levels and to identify if there are any significant differences between weekday and weekend noise statistics. ANSI S12.4 Type 1 acoustic instrumentation should be used to collect these data, and the outdoor microphone should be provided with weather protection with acoustical performance equal to the Bruel & Kjaer model 4952. The measurement microphone shall be positioned 5 feet above level ground at least 50 feet from the nearest street and at least 10 feet from the nearest structure or tree. At a minimum, the following ambient noise level statistics should be recorded at each measurement location for each hour of the 7 day period:

- L_{Aeq} , the A-weighted time average sound pressure level
- $L_{Amax,fast}$, the maximum A-weighted sound pressure level (fast response)
- L_{Apk} , the maximum A-weighted peak sound pressure level
- L_{A90} , the A-weighted sound pressure level exceeded 90% of each 1 hour period
- L_{A1} , the A-weighted sound pressure level exceeded 1% of each 1 hour period
- L_{Zpk} , the maximum Z (unweighted) peak sound pressure level

After the data is collected, the measured results should be analyzed to determine the following noise level statistics for each measurement location:

- ✓ Weekday average hourly L_{Aeq} , $L_{Amax,fast}$, and L_{Apk} vs. time of day (24 hours)
- ✓ Weekend average hourly L_{Aeq} , $L_{Amax,fast}$, and L_{Apk} vs. time of day (24 hours)
- ✓ Full week average hourly L_{Aeq} , $L_{Amax,fast}$, and L_{Apk} vs. time of day (24 hours)
- ✓ Weekday average hourly L_{A90} , L_{A1} , and L_{Zpk} vs. time of day (24 hours)
- ✓ Weekend average hourly L_{A90} , L_{A1} , and L_{Zpk} vs. time of day (24 hours)
- ✓ Full week average hourly L_{A90} , L_{A1} , and L_{Zpk} vs. time of day (24 hours)
- ✓ L_{dn} for each day of the week, and average L_{dn} for the full week.

A minimum of 4 measurement locations is recommended for long-term (1-week) ambient noise monitoring. One location should be in the residential development south of the Coupeville OLF at or near Position 1 in Figure 1. A second location should be in or near the park north of the Coupeville OLF at or near Position 4 in Figure 1. The other two locations could be near the town of Coupeville and in the populated area east of the Coupeville OLF. The ambient noise instrumentation will need to be secure, which will limit the available locations for these measurements. In addition to the long-term measurements, short-term (24 hours) measurements could be taken at other locations of interest to the community. The short-term measurements should occur at the same time as the closest long-term measurement location. The ambient noise measurements should be conducted during a period when there are no aircraft using the Coupeville OLF. If aircraft are using Coupeville OLF during these measurements, the hours of aircraft operations should be noted and that data should be deleted from the data base.

In addition to documenting the existing acoustical environment, the EIS should present the results of aircraft noise level predictions using the latest version of the NOISEMAP software (or equivalent) around the Coupeville OLF. The following noise contours should be presented in 5 dB intervals covering the entire south half of Whidbey Island: L_{dn} , $L_{Amax,fast}$, and L_{Apk} . In addition to providing noise contours, the EIS should also predict aircraft noise levels at each of the ambient noise measurements locations (long-term and short-term). A summary table should be presented showing the existing ambient and the predicted future aircraft noise levels at each location. Predicted future noise levels should include 1 year, 5 years, 10 years, and 20 years into the future.

The EIS should also reveal the number of people that will be impacted by the project, and the level of impact. Specific questions that should be addressed include:

1. How many people will suffer loss of sleep, and to what degree?
2. How many people will suffer hearing loss, and to what degree?



3. How often will aircraft noise levels degrade speech intelligibility indoors?
4. Will excessive building vibrations result from the project, and to what degree?

The EIS should also address noise mitigation measures that could be employed. Potential noise mitigation measures that should be assessed include:

- reducing the noise level generated by each aircraft,
- reducing the number of aircraft events, particularly at night,
- improving the sound insulation properties of the homes, and
- moving the Coupeville OLF to a more remote location.

The discussion of improving the sound insulation properties of the homes in the area should (at a minimum) address the following potential noise reduction measures:

- adding interior storm windows using varying thicknesses of laminated glass,
- adding exterior storm doors using varying thicknesses of laminated glass,
- adding insulation above the upper floor ceilings, and
- upgrading the exterior walls and ceilings of bedrooms.

Upgrading the exterior walls and ceilings of bedrooms could be as simple as adding another layer of gypsum board to the existing surface, or as difficult as removing the existing gypsum board and installing new gypsum board on resilient channels or resilient sound isolation clips.

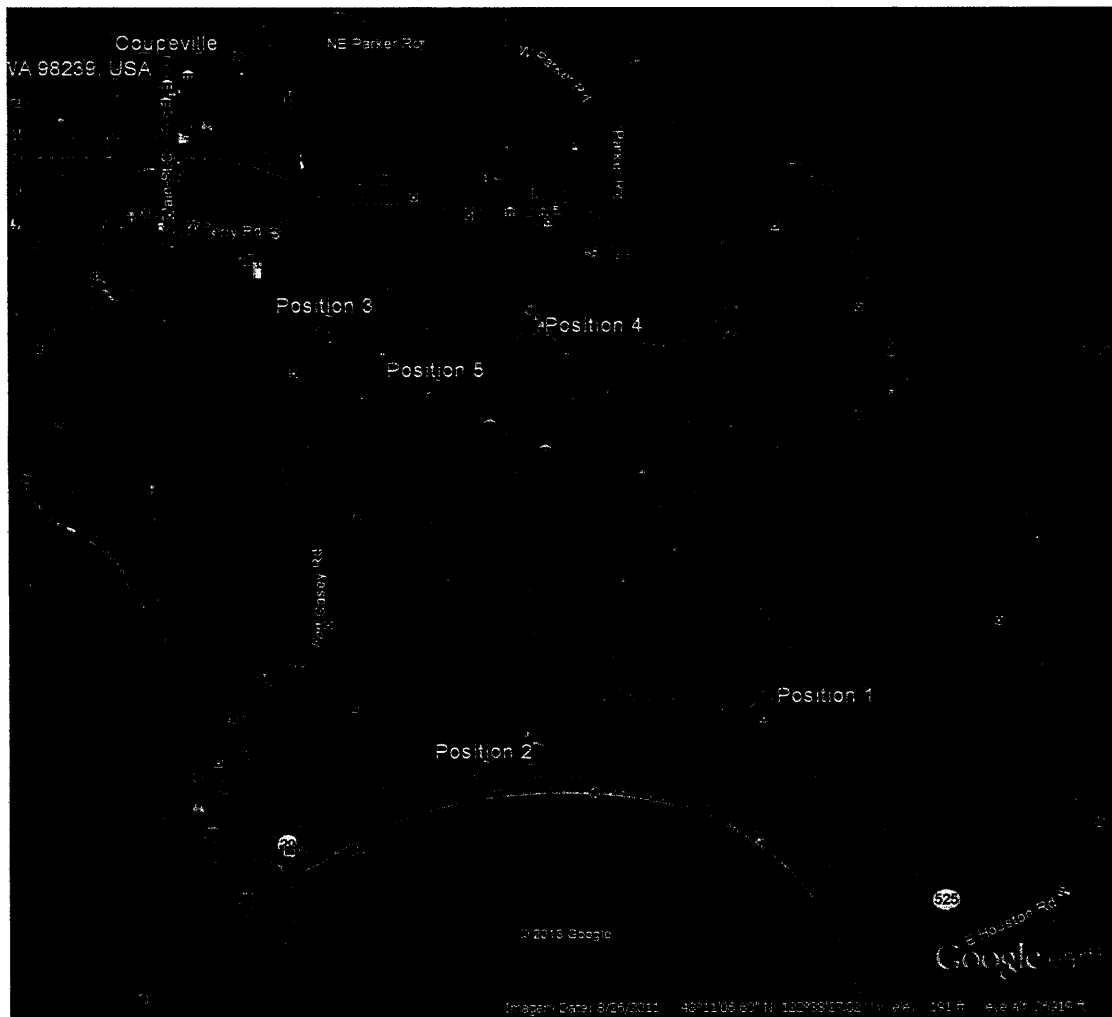
If you have any questions regarding these recommendations, do not hesitate to give me a call.

Very truly yours,
JGL Acoustics, Inc,

A handwritten signature in black ink, appearing to read "Jerry G. Lilly".

Jerry G. Lilly, P.E., President, FASA
Member INCE, ASTM, NCAC

Figure 1. Aerial photograph showing the 5 noise measurement locations.



ON NOISE:

1 Jan 2014

In the 31 Oct 2008 Interim Audit Report of the USN Audit Service, article entitled "Consideration of Hazardous Noise in the acquisition of F/A-18E/F Super Hornet and EA-18G Growler Strike Fighter Variants, Section 5a, this quote is instructive:

"According to PMA265 representatives, the F/A-18E/F aircraft emits and the EA18-G will emit, a maximum 150dBs, which is well above the noise level considered harmful to hearing (greater than 84dBs). According to PMA 265, they made no initial attempts to mitigate flight line/deck jet noise hazard through design selection. This is contrary to the system safety design order of precedence specified in the MIL-STD-882D."

Despite this admonition, the Navy issued in 2008 a FONSI (Finding of No Significant Impact) by convoluting engine and ambient air parameters to skirt strictures of NEPA, thus to qualify (?) the basing of Growlers at WINAS. But it is the OLF that, clearly, should be off-limits to Growlers. ~~Aircraft~~ Aircraft of 43,000# thrust, carrying high power settings to a touchdown, then accelerating at 100% military power (using afterburner as required), flying a continuous loop in-trail formation, distant by only HUNDREDS of feet - horizontally and/or vertically - laying its sonic soundprint on urban and suburban homes, all schools, sportsfields, playgrounds, a Transit Complex and the Whidbey General Hospital, should not be allowed to create this effluvium of sonic terror.

The Hospital has just been granted a \$50 million bond levy to modernize and expand its facilities. It would be a travesty if even one cent had to be allocated to sound proof it from low flying tactical aircraft at the expense of degrading its ability to serve the Island. You are not unaware of hundreds of millions of dollars already paid by the Navy and in the dockets for payment, plus \$10million more for litigation concerning the sonic assaults by Growler aircraft in VA and NC. Cut to:

PROBLEM/SOLUTION

The OLF's desirability for FCLP is its proximity to sea level and distance from urban incident light. Ergo: anchor a carrier or a tanker (retrofitted WWII escort style) many, many miles off shore for CLP, then set it a-sail for qualifications.

Advantage: cost, freeing aircrews from hazards, and thousands of civilians from constant jack-hammer disruptions and endangerment of lives and homes. But most of all, relieving politicians, the military, realtors and home sellers of concealing and enforcing the BIG LIE about noise disclosure and maybe, just maybe allowing a community to re-bond.



(b)(6)

ON FALSE EQUIVALENCIES

30 Dec 2013

Editor:

In the Dec 18 "Sound Off" column, it is not the failure of Mac McDowell's figleaf of false modesty to disguise his own career dossier that rankles, but insistence that if his job listing were not fully duplicated by critics, they "have no clue (from) which to speak" regarding use of the OLF.

Wrong! If one's very own family, home, freedom to seek a chosen life, and the Declaration of the "Right (to) the pursuit of Happiness" are held hostage in an effluvium of sonic terror, there are countless clues from which to speak and to demand relief from this aerial assault.

False equivalency #2: virtually none of the "5000 plus" signatories to enforce landing practice at the OLF is jack hammered from the sky by day and night exposures to a queue of in-trail aircraft powered by 43,800 lb. thrust engines with afterburners, that fly racetrack patterns at only 600 ft separation from habitation, and for hours at a time.

Even those of the 5000 who live near the perimeters of Ault Field endure a straight and level flow of traffic at the standard pattern altitude of 1000 ft. The townies do not share the bedlam of their OLF neighbors in central Whidbey, but undergo only the normal arrivals, departures, overflights and situational adjustments of noise levels common to a military training base.

Were any of these signatures collected at Tyee's, the Red Apple, any of Coupeville's schools, sportfields; from mothers of children at playgrounds affected by the destructive Growler rasp; the entrance to the island's only hospital? All of these sites and hundreds of homes underlie the OLF low-flight zones and all are potential disaster areas. What is the equivalence of an assailant who bleats while the patient bleeds?

The most disingenuous nonsense are the notions (held by a questionable majority) that a, if the Growlers go, the entire military metropolis of NASWI and its recently enlarging hospital, the thousands of personnel and families dependent on the commercial interface with Oak Harbor - and vice versa - will have to suddenly decamp and b, Mac McDowell's notion that if the Growlers go (implying the rest of the base would stay) federal largesse to Whidbey Is. would diminish by $\frac{1}{2}$. (Would that include all expeditionary crews and the Aussies too, who are assigned to land bases only?) Do the math.

How much Growler training is already farmed out? Final carrier qualifications occur under sail thousands of miles away. All tactical aircraft here are armed and must practice their lethal arts to destroy targets on land, at sea and in the air, but obviously not here; in-flight refueling not here; joint training exercises with USAF, NATO and allied aircraft are conducted elsewhere. Why will the relocation of just another

training phase (FCLP) trigger either base collapse or imperil 44% of the economy? Otherwise, consider the citation from the F/A-18 Program Office in 2009.

- \$38 mil paid by the Navy to Virginia Beach
- \$350 mil on the docket for payment to Tidewater, VA
- \$10 mil in litigation costs for an OLF in NC
- 300 mil estimate to build another OLF

Take a look at the gamesmanship of the Noise Disclosure Ordinance(s) swindled through by the County Commissioners in 2002 (Mac McDowell a member). Then ask why and by whom Oak Harbor has been duped into this stampede of fear and foolishness over base closure. NOTE: and not a whisper from BRAC in any of this.

There is no equivalence in risking the safety and lives of a multi-million\$ crew and aircraft flying tricky stuff at a dangerously low altitude in an APZ (crash zone) that is only a wink-and-a-nod concoction; nor imperiling the health, safety & welfare of citizens who may die in a mishap that could be prevented...now!

That's lose-lose. The OLF here is at virtual sea level and and relatively free of urban incident light. Take it one step farther.

Divert an old flat-top on the way to its rusting place or commandeer and retrofit an old broad beam tanker (as they did in WWII to make escort carriers). Anchor it 50 miles off shore and go at it, guys! That's win-win.

Then we can all have a bonfire...hats, signs, t-shirts. And get sane again. Safely.

(b)(6)





The newspaper continues to report on the front page the ranting of the anti-Navy leadership that wants to move half the Navy off island rather than interview a proportionate number of the 5,000-plus people who signed the petition stating the Outlying Field Coupeville has been operating more than 70 years, is grandfathered and should

keep OLF open.

Besides saying the Navy can't be trusted, the anti-Navy leadership claim to know OLF isn't necessary.

I believe the Navy is as, if not more, trustworthy than any government organization.

The Navy person's oath is to protect and defend the Constitution of the United States and that what it stands for.

I am sure the three leaders, Monson, Spina or Pickard never served a day in service protecting the country when they were young.

Until one says they were a Navy safety officer, commanding officer, a member of an admiral's staff or in a position of responsibility tasked with looking at causal relationships between training and flying accidents, I suggest they have no clue of which they speak regarding OLF.

The newspaper should balance reporting in proportion of more than 5,000 petition signers and the number wanting the Growlers to leave, thereby removing half or more of the 88 percent of economic activity the Navy represents.

I request all of the transit, school, hospital and private sector employees who will lose jobs if the Navy moves as a result of not being able train at OLF to comment on the Navy's website at www.whidbeyeis.com/comment.aspx with your thoughts about the Navy's continued presence.

■ **Mac McDowell is a resident of Oak Harbor and a former Island County Commissioner.**



Scan the code with your phone and look us up on-line! Keep the app and look us up anytime!

WHIDBEY
NEWS-TIMES

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Citizen's Fact Sheet for the Outlying Field in Coupeville



The Outlying Field (OLF) in Coupeville was built in 1943 as an auxiliary field and covers 677 acres. Island County's population was 6,098 in 1940.

OLF, Coupeville is 5400' long x 200' wide. By contrast, Alt Field's 2 runways are 8,000' long. OLF now nearly touches State Route 20, the main north/south road and is located 3 miles SE of Coupeville. Full stop landings are not authorized unless there is an emergency, as this field is shorter than the 6,000' minimum standard designated for post WWII Naval aircraft.

OLF was lightly used for about 70 years. The introduction of the EA-6B Growlers and their use of OLF for Carrier Landing Training in the 1980's caused concern in Central Whidbey and WISE, a local community group, was formed to address noise and safety issues at OLF – disbanding in the late 1980's. A new group, Citizens of the Reserve, formed in late 2012 to address the same issues and to work for the closure and relocation of OLF.

The town of Coupeville, just 3 miles NW of OLF, is the County seat, housing administrative and government offices. The new federally funded **Whidbey Island Transit Complex** built directly north of the OLF (seen at the top of this photo) is in a crash zone. The population of Island County is now 78,500 and persons per square mile in this County is 377 compared to the rest of Washington's 101 per square mile. Also, the Island's major hospital, a primary school, middle school and high school totaling about 800 children are located within the OLF over flight zone.

In 2008, the EA-18G Growler arrived on Whidbey. There are **now 8 active duty squadrons of EA-18G Growlers at NASWI**. Although the

Outlying Field, Coupeville, WA
Growlers were built to replace the EA-6B Prowlers, there are still 7 active duty Prowler squadrons at NASWI. The transition from EA-6B Prowlers to EA-18 G Growlers will continue until completed because of a 2005 Navy Environmental Assessment (EA). Both the EA-6B Prowlers and EA-18G Growlers utilize OLF-Coupeville for 'Touch & Go' (T&G's) trainings.

Concerned? What Can You Do?

1. Join Citizens of the Reserve
2. Relocate OLF to a safer location.
3. Sign On.org <http://signon.org/sign/citizens-group-to-take>
4. Email: citizensoftheebeyreserve2@gmail.com
5. Visit our web site: [Citizensoftheebeyreserve.com](http://citizensoftheebeyreserve.com/)
6. Visit our blog: <http://citizensoftheebeyreserve.wordpress.com/>

All information on this fact sheet has been taken from US Navy and US Department of Defense sources.

compared to those of similar groups of children who were located in quieter environments. (Evans, et al. 1995; Haines, et al. 1998)

More than 800 children go to school in Central Whidbey, have outdoor sports, and have homework to do at night in a high noise environment. Citizens for the Reserve are getting maximum readings as a jet crosses overhead of 100-119dB and 90dB to over 100 dB's.

Noise Effects on Historical and Archaeological Sites: Because of potential for increased fragility of structural components of historical buildings and other historical sites, aircraft noise may affect such sites more severely than newer, modern structures. (Hanson, et al.1991).

Historic Structures in Ebey's Reserve are being restored yet cannot be protected from overflight vibration of the low-flying aircraft from OLF.

Windowpanes may vibrate when exposed to high levels of airborne noise. In general, such noise-induced vibrations occur at peak sound levels of 110 dB or greater.

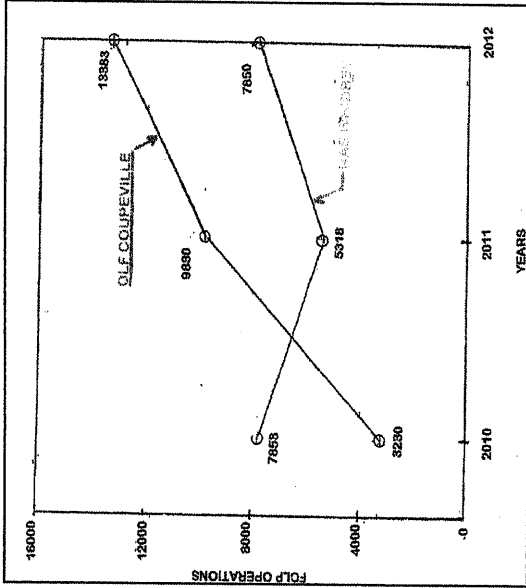
Property Values: According to U.S. Department of Housing and Urban Development (HUD), FHA, and Veterans Administration (VA) guidance sites are acceptable for program assistance, subsidy, or insurance for housing in noise zones of less than 65 DNL, and sites are conditionally acceptable with special approvals and noise attenuation in the 65 to 75 DNL noise zone and the greater than 75 DNL noise zone.

Other Communities Respond To High Noise:

The Navy announced in 2011 it would not pursue a new OLF in NC. Instead, the search for a site will turn to the west coast, according to a Navy spokesman. Gov. Bev Purdue, former Gov. Mike Easley, senators Richard Burr and Kay Hagan all were outspoken opponents of the OLF in NC.

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3 FOR A HEALTHY, SAFE AND PEACEFUL ENVIRONMENT



Operations: Field Carrier Landing Practice: 2010-12

Local residents noticed increased use of OLF during the summers of 2011 & 2012 -- as the number of T & G operations at OLF rose to over 13,300, increasing sharply from 3,200 in 2010. This is a 314% increase in flight activity in Central Whidbey and a significant increase in the area and level of noise exposure.

The Navy's 2005 EA that called for the transition from Growlers to Growlers stunned the Coupeville community in the wake of increased flights by louder aircraft. Few knew in 2005 what an EA18G Growler was --- or the impact it would have on people, place and property.



Navy LINGO You Need to Know!

Air Installations Compatible Use Zones (AICUZ) Program is to protect the health, safety, and welfare of those living near a military airfield while preserving the operational capability of the airfield. This impacts all of Central Whidbey. The 2005 AICUZ Noise Study made predictions about the noise contours of the Growlers for 2013 and found no impact on the assumption that there would be fewer flight operations at OLF.

If the Central Whidbey Community can document that there is a 5% increase in noise from that predicted, this may be sufficient grounds to reopen the Navy's 2005 EA -- and a 5% increase seems to have been well surpassed. The Navy, under NEPA regulations, will then have to reopen their 2005 EA that allows for the transition to EA-18G Growlers at NASWI.

The Navy's NEPA regulations lay it out. The Navy has a duty to prepare a new EA or EIS (Environmental Impact Statement) for "continuing projects" where (1) the currently occurring impacts have not been documented in an EA or EIS and there is a discovery that substantial environmental degradation is occurring as a result of the ongoing operation; or (2) there is discovery that the environmental effects are significantly and qualitatively different or more severe than predicted in an earlier NEPA document.

There has never been an Environmental Impact Study (EIS) done on the impact of these large jets on the local environs.

Citizen concern today is focused on noise & safety and the number and duration of flights at the OLF --- not about receiving 'better communications' about flight training schedules.

An alternative site with modern runway and technology is urged for a new OLF for training US Navy personnel.

What is an APZ and why should YOU care?

APZs (accident potential zones) are areas where an aircraft mishap is most likely to occur.

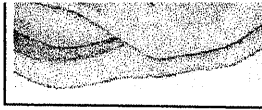
APZs follow departure, arrival, and flight pattern tracks and are based on analysis of historic data. The AICUZ includes three APZs -- the Clear Zone, APZ I, and APZ II. The **Clear Zone** extends 3,000 feet beyond the runway and has highest potential for accidents. **APZ I** extends 5,000 feet beyond the Clear Zone. **APZ II** extends 7,000 feet beyond APZ I.

Per the 2005 AICUZ, the OLF is a class B runway. The APZ I area for a class B is 3000' wide by 5000' long. The APZ II area is 3000' wide by 7000' long. Neither APZ designations have been created for the OLF. Nevertheless, the Navy criteria for establishing APZ zones have been exceeded at OLF Coupeville. The Clear zone is 3000' long. Some of the Clear Zone at OLF is privately owned.

Island County has allowed development around OLF, including the Whidbey Island Transit District's building, which is in an APZI crash zone. Admirals Cove, another example, is a 400 home housing development, which by current safety regulations, should be an APZI. A recreational County Park, a dog park and a commercial zone are all located in potential crash zones.

How Loud is the EA-18 G Growler?

Commercial aviation authorities have instituted noise limits for airports and the Federal Aviation Administration (FAA) implemented its own rules in Federal Aviation Regulations (FAR) Part 36. **Military aircraft are exempt from FAR Part 36 and all other noise limitations.** Military aircraft noise has come under scrutiny with the implementation of Base Realignment and Closure Commission (BRAC) recommendations and subsequent requirements for Environmental Impact Assessments and Statements. In short



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December 31, 2013

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

Dear Project Manager,

I respectfully request that the following community issues be addressed in the Environmental Impact Study (EIS).

It is vital to measure the impacts generated by a full pattern of multiple Growler aircraft during the "touch-and-go" operations at the Out Lying Field (OLF) and not to use single aircraft measurements or model averages that include non-operational days and times. This will more accurately reflect how the Central Whidbey community experiences training flights at OLF.

Please address potential increased health effects of aircraft during "touch and go" operations (rather than in flight), including hearing damage, blood pressure and cardiac problems; review any added susceptibility of senior citizens and children; as well as impacts to livestock and wildlife. Also include any potential changes to air quality.

It is important for the EIS to review the impacts to the agricultural, recreational, and historic resources in nearby state parks and Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat.

The EIS scope should include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment. The Navy is obliged to provide our island communities a full disclosure of the impacts of increased flight activity at both OLF and Ault Fields which can best inform any decisions concerning balancing the uses of the two Whidbey fields

I understand the necessity for training Navy pilots to properly prepare for deployment to aircraft carrier duty. Further, I appreciate efforts by the NASWI leadership to communicate with local officials and try to avoid training at OLF on weekends, holidays and during popular community festivals. As this EIS process concludes, I welcome the opportunity to work with the Navy to assist in implementing the mitigation strategies and land use changes identified to address the training requirements of the Navy while appropriately protecting the local communities.

Thank you for considering my comments.

Sincerely,



Helen Price Johnson
Island County Commissioner, District 1

