



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

Noise level exceeds safe levels. Since current planes began flying here, I have asthma & high blood pressure both of which I have prescriptions for. My mother's blood pressure has gone up sky high; her cognitive function has been impaired significantly. I'm also concerned with pilots flying 20 feet below tree level

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

Please print • All comments must be received by January 3, 2014

above Falkema, using the road as navigational ~~and~~ landmark. With noise level, the proposed planes are noisier than they they are using now. Proposed expansion of existing landing fields are unacceptable and impractical.

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

January 2, 2014

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

Attention: Code EV21SS

My family has lived on Whidbey Island since 1909 over 100 years. We are just one family that has managed and been good stewards preserving the land for future generations. We have prevailed in keeping our heritage through the Great Depression and many other challenges. Family members served in the military some with severe wounds causing a lifetime of suffering. We were living on Whidbey Island before the two-lane Deception Pass Bridge was built in 1938. We are self-sufficient and resourceful making many sacrifices to remain on our land. A portion of our land was taken in 1942 that is now used as a campground for recreation by Navy personnel. Land was taken from other families that is now serving as a golf course for the Navy using vast sums of water for irrigation depleting the source of well water in the surrounding civilian residences. What was so urgent to take citizens land for recreation not defense?

There are threats to dispose of more 'treated' water in Dugualla Bay used to wash aircraft in the hangars to be built on 9.6 acres. What toxins will be removed from this water and how will they be safely disposed? What will be the source of this water and the impact on residents? The Dugualla Bay collection pond is already contaminated with toxic wastewater from NASWI. The State of Washington planted fish in this pond that did not survive. Marine life has been harmed with acidification of our water causing great loss to the fish and shellfish industry a vital industry and source of income.

Years ago when the Navy dumped their fuel in the slough a neighbor set it on fire. He had a dairy. The creamery due to fuel contamination causing him loss of income rejected the milk from his herd. His aide drove the Base Commanding Officer to the farm. He fully expected to trespass on the farm. The farmer stopped him to ask where he was going. The CO said he was going to inspect the fire to see if a plane had crashed. NO said the Dairy Farmer, I need all kinds of documents to come onto your base you are not welcome on my farm. After this incident fuel was no longer dumped in the slough. There have been observations of fuel burning on NAS Whidbey. Has the collection pond been evaluated for any remaining toxic pollution from the previous practice of disposing of fuel and other contaminates?

The Navy no longer wants to be responsible for the operation of the tide gates on Dike Road regulating the flow of water between Dugualla Bay and the Dugualla Bay collection pond. The level of water in the collection pond has been raised causing a threat to crops and livelihood along the slough that carries water from the base to Dugualla Bay. The Navy expects to use the Dugualla Bay collection pond for disposal of their wastewater why is the Navy avoiding responsibility for control of the water level?

The two-lane Deception Pass Bridge built in 1938 is the only north access to Whidbey Island. Deception Pass Bridge had been closed for eight hours when a semi-truck was turned over by a sudden strong gust of wind. There have been other traffic accidents blocking access for hours. Deception Pass Bridge is not designed to accommodate more traffic that would be the result of more residents stationed at NAS Whidbey. Transportation by ferry is also unreliable due to weather conditions. Will maintenance expense of Deception Pass Bridge and the ferries fall on civilians? What will the Navy contribute?

Are plans considered to construct another access bridge in another location to accommodate the increased traffic and delivery of heavy building materials to preserve the historic Deception Pass Bridge?

NAS Whidbey has been on the BRAC list twice in the in the past most recently in 2005. Elected officials with their personal financial gain in mind have erroneously portrayed Oak Harbor, WA as a Navy friendly town. Our noise complaints fall on deaf ears. The term "The Sound of Freedom" is a fallacy. Jet noise is the sound of a bankrupt nation, death and pollution. We suffer permanent hearing loss from decibels way above the level considered safe by OSHA. Children are harmed by the noise with undue distraction and hearing loss. Jet fuel pollution is toxic and harmful to health.

Civilians are very aware squadrons have been dumped on Whidbey like crumbs due to complaints from residents near other bases.

Residents have come to the end of their rope with the intrusion into our private lives. The noise is intolerable. We cannot engage in daily activities without interruption. I watched the large picture window in my kitchen crack from top to bottom from noise vibrations. I called the Navy to report this damage only to have my report ignored leaving this window with a dangerous crack to repair at my expense. I was told someone would be out to inspect the damage. I waited several hours only to have no one show up. I can't watch TV, listen to the radio, read, have a conversation in person or over the telephone; my sleep is disturbed with loud noise and vibrations. The skylights rattle along with china in my cabinets. I see the pilots' faces as they fly low over my residence; I see the pollution covering the landscape from the jets. I have seen a Bald Eagle, the symbol of our Nation struggling to stay aloft beneath a plane. I have detected the scent of kerosene in the air as fuel is dumped. I am livid that not only our pilot's train but also pilots from other nations are trained here with no compensation to civilians for their suffering. The jets are a community annoyance. I have heard pilots from other bases claim the pilots at NAS Whidbey get away with many violations of the designated path and flights past 10 PM.

We have lost property values. Areas with no base and intrusive noise are far more desirable. We don't want to move we just want the base to close allowing us to live in peace. Who is protecting our health, livelihood and property values? This is not defending our rights. These training flights should take place in a remote area with sparse population at a base such as China Lake, CA with 1.1 million acres. NAS Whidbey has exhausted available space and will impact surrounding communities that have not even been notified or offered an opportunity to comment.

Conducting this EIS study with computer modeling is not acceptable. This \$3 million dollar study is flawed with the use of this method. It is impossible to evaluate the impact of this noise without a direct experience close to the aircraft. No community is safe when pilots are training over homes. How can you use a chart showing only 75 decibels in the Noise Zone illustration? This is deceptive since private decibel readings have shown decibels far exceed 75. You also use 600 feet above ground level when it is clear the aircraft are far below 600 feet when you can nearly touch the planes flying over homes.

Navy personnel are often rude and inconsiderate of civilians calling us unpatriotic when we make legitimate complaints about the noise. They have bullied a grand mother that wrote a letter to the editor complaining about the noise. She was threatened and harassed with telephone calls and threats in the newspaper. No charges were filed after she made a report.

I was shopping for groceries wearing a No OLF button on my hat. An irate man approached me interrupting my shopping. He asks "do you like living in this country". My Mother, 94 who was shopping with me told him it was none of his business. He snapped back asking how long I had lived in Oak Harbor. I told him my family had lived in Oak Harbor over 100 years. Again he was rude and said well I had not lived here 100 years. When my Mother asks him how long he had lived here he stormed off. Later I found the No OLF sticker on my car had been torn in half.

Economic opportunities due to the presence of the Navy are a fallacy. Deception Pass State Park has lost revenue due to loud jet noise. Campers with reservations leave when they are disturbed by the loud noise of Navy jets. The Navy keeps light pollution free industry away since no one can tolerate the noise. Militarization will destroy this community. The loud noise suppresses property values as no one can tolerate this noise at all hours of the day and night. No one wants to expose his or her families to the hazards of a military base.

(b)(6)



Oak Harbor, WA 98277



United States Department of the Interior



NATIONAL PARK SERVICE
Pacific West Region
333 Bush Street, Suite 500
San Francisco, California 94104-2828

IN REPLY REFER TO:

L7619 (PWR)

03 JAN 2014

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

Re: ER-13/0596 Notice of Intent for EA-18G Growler Airfield Operations at Naval Air Station, Whidbey Island, Washington

Dear Sir or Madam:

The National Park Service appreciates the opportunity to respond to the subject Notice of Intent, and to provide information which should help to inform preparation of a Draft Environmental Impact Statement (Draft EIS) for EA-18G Growler Airfield Operations at Naval Air Station (NAS), Whidbey Island, Washington. The NAS is adjacent to Ebey's Landing National Historic Reserve, and is located 16 miles from San Juan Island National Historic Park, 25 miles from Olympic National Park, 95 miles from Mt. Rainier National Park, and 65 miles from North Cascades National Park Service Complex. The National Park Service (NPS) is concerned about the potential of the proposed actions to have unacceptable impacts on soundscapes and visitor experiences at each of these units of the National Park System.

Background

The Department of the Navy (DoN) is preparing an EIS to evaluate the effects of expanding the fleet of electronic attack aircraft at Whidbey NAS (Notice of Intent, Federal Register, September 5, 2013). The purpose of the DoN proposed action is: *"to sustain electronic attack aircraft capabilities at NAS Whidbey Island. This is needed to maintain electronic attack operational readiness to support national defense requirements."* The DoN proposes to:

- Continue and increase the existing VAQ airfield operations at NAS Whidbey Island complex, which includes Ault Field and OLF Coupeville;
- Add two new Expeditionary VAQ squadrons (10 additional aircraft) and augment the VAQ FRS (3 additional aircraft) to support an expanded expeditionary Department of Defense (DoD) mission (total increase of 13 aircraft);
- Construct and renovate facilities at Ault Field over a three-year period to accommodate additional aircraft; and
- Station up to 860 additional personnel at and relocate approximately 2,150 family members to NAS Whidbey Island and surrounding community.

The scope of the EIS is expected to include analysis of (a) aircraft operations at Ault Field and OLF Coupeville; (b) facility construction; and (c) personnel changes. Proposed impact topics include, but should not be limited to: Air quality, noise, land use, socioeconomics, natural resources, biological resources, cultural resources, and safety and environmental hazards. The analysis will evaluate direct and

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Whidbey NAS Environmental Policy has four broad goals referred to by the acronym "CARE": (http://www.cnic.navy.mil/regions/cnrnw/om/environmental_support.html)

- Continual Improvement
- Awareness
- Resource Conservation
- Environmental Compliance

More specific policy is not readily found online via DoN websites, but is available via other sources (<http://www.globalsecurity.org/military/facility/pacnorwest.htm>). This source indicates *"It is Whidbey NAS policy to conduct required training and operational flights with a minimum impact on surrounding communities. All aircrew are responsible for the safe conduct of their mission while complying with published course rules, noise abatement procedures, and good common sense. Each aircrew must be familiar with the noise profiles of their aircraft and must be committed to minimizing noise impacts without compromising operational and safety requirements."*

Protection of National Park Soundscapes

Natural and cultural sounds are integral components of the suite of resources and values that NPS managers are charged with preserving and restoring. NPS evaluates federal actions which may impact the human and natural environment within our Parks with respect to our Organic Act mandates, including *"to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations."*

The "scenery," includes natural soundscapes (NPS Management Policies 2006). NPS Director's Order #47 delegates to parks the responsibility to preserve natural soundscapes and eliminate or mitigate inappropriate noise sources. A soundscape refers to the total acoustic environment of an area. The soundscape of a national park, like air, water or wildlife, is a valuable resource that can easily be degraded or destroyed by inappropriate sound levels and frequencies. Intrusive sounds are of concern to the management of national parks because they can impede the ability to accomplish the NPS mission of resource protection. Visitors at many NPS units come with expectations of seeing, hearing, and experiencing phenomena associated with a specific natural or cultural environment, yet in many cases these environments are being increasingly impacted by artificial sounds due to noise associated with aircraft overflights.

The NPS offers the following suggestions for soundscape analysis necessary to inform preparation of the Draft EIS:

1. **Describe existing aviation traffic and changes in aviation traffic that would occur as part of the increase in airfield operations.** Information of interest to NPS includes the location of flight routes with respect to NPS units, the number of operations, the timing of operations (daily and seasonally), elevations, and type of aircraft.
2. **Describe and analyze any connected actions or indirect effects** that might occur as a result of the proposed action and the resultant impacts to NPS units. Examples of connected actions or indirect

effects might include increases in aviation traffic at other airports in the vicinity/region, within Special Use Airspace, Military Operations Areas, or on Military Training Routes throughout the western United States.

3. **Foreseeable impacts to the acoustic environment at NPS units.** The NPS does understand that in this phase of the EIS process DoN would not include information in the Notice of Intent regarding how the environmental impact analysis would be conducted. However, its noted that typically the DoN uses the day-night average sound level (DNL) metric in environmental impact assessments. DNL is an energy-based noise averaging metric widely used by the Federal Aviation Administration (FAA) and the Department of Defense as the primary means for determining noise impacts from aviation activities. Since DNL is an averaging metric and assumptions regarding impacts from DNL levels are based on community response data, the DNL metric alone is not adequate to capture other characteristics of noise exposure and the impacts to park resources, values, and visitor experience.

NPS requests the use of “*time audible*” and “*time above*” metrics to take into account the duration of aircraft noise events, the number of aircraft noise events, and the absolute sound level of events. These metrics correlate better with flight operations than day-night average metrics, which obscure the dynamic range of acoustic events. Other metrics include maximum A-weighted sound levels (L_{max}), sound exposure level (SEL), equivalent sound level (L_{eq}), and number-of-events-above a specified sound level (NA) as described in the Department of Defense Noise Working Group publication *Improving Aviation Noise Planning, Analysis and Public Communication with Supplemental Metrics*¹. Other analytical tools include the incorporation of DNL maps with color shading and flight track maps. These metrics and analyses would also better satisfy the requirements under the National Environmental Policy Act to characterize impacts to the environment in terms of intensity, context and duration (40 CFR 1508.27).

The NPS Natural Sounds and Night Skies Division (NSNSD) conducted acoustic monitoring at Olympic NP in the winter of 2010 to characterize existing sound levels and estimate natural ambient sound levels in these areas, as well as identify audible sound sources (report and associated data are available upon request). While NPS has not yet completed acoustic monitoring at Ebey’s Landing NHR San Juan Island NHP, Mount Rainier NP, or North Cascades National Park, NSNSD has developed a geospatial sound model to estimate existing ambient and existing natural sound levels². Model results for Ebey’s Landing NHR, San Juan Island NHP, and Olympic NP are shown in the following table; these metrics may be of use in your analysis. Additional examples of geospatial sound model graphical output can be provided on request.

Modeled Existing Sound Level (dBA)						
Park	Minimum	1st Quartile	Median	Mean	3rd Quartile	Maximum
EBLA	35.2	38.1	39.5	39.3	40.8	43.9
OLYM	28.8	33.2	34.1	34.1	34.5	44.6
SAJH	34.3	35.6	37.4	37.0	38.2	40.2

4. **Analyze the impacts of each alternative on wildlife**, including any federally listed species that reside in NPS units, and discuss the impacts in the context of relevant laws such as the Marine Mammal Protection Act, the Migratory Bird Treaty Act, and the Endangered Species Act. Relevant

¹ http://www.denix.osd.mil/dnwg/upload/DNWG_Supplemental-Metrics-Report_December-2009.pdf

² D. J. Mennitt, K. Fristrup, K. Sherrill, and L. Nelson, "Mapping sound pressure levels on continental scales using a geospatial sound model," Proceedings of INTER-NOISE 2013, Innsbruck, Austria (2013).

peer reviewed, published literature and data available on this subject (for all vertebrate taxa) should be consulted and referenced in the Draft EIS.

5. **Identify consider an alternative that minimizes noise impacts** at NPS units through aircraft technology/design or modifications to flight routes, timing, or number of operations.

Ebey's Landing National Historical Reserve (NHR)

The NPS has long been cognizant of the Navy's operations at Whidbey Naval Air Station, Whidbey Island, Washington, and has strived for opportunities to collaborate on management of aircraft operations in a manner sensitive to effects on visitor experience at Ebey's Landing NHR. The 2006 General Management Plan acknowledged US Navy aircraft operations would continue in the future; the Existing Conditions section stated: "*Related US Navy Plans - The US Navy plans to continue to use the Outlying Landing Field in Coupeville to practice simulated aircraft carrier landings as long as the EA-6B is stationed at the Naval Air Station (NAS) Whidbey Island, and may continue its use beyond that if the Navy decides to base the EA-18G at NAS Whidbey Island.*" (GMP, page 91).

NAS Whidbey Island is a FAA Class C airport comparable in size to Paine Field in Everett. The airspace management has been delegated to the US Navy from the FAA. This Class C airspace area includes parts of Ebey's Landing NHR. A component of the NAS-Whidbey Island is an FAA designated Special Use Airspace –Alert Area – for military pilot training immediately adjacent to the Reserve's eastern boundary. This designated training area, the Outlying Landing Field (OLF), is located a few short miles southeast of the town of Coupeville and allows for aircraft fighter jets to practice simulated aircraft carrier landings. When the fighter jets are in their practice mode and doing the touchdown landings south to north, they circle over Crockett Prairie with the landing gear down flying low and slow approximately 200 to 300 feet above ground level. When the jet passes over park visitor locations in Crockett Prairie, the decibel level is extraordinarily high--much higher than, say, a chain saw in your grasp. The duration of the extremely high decibel level is short in duration, lasting a few seconds.

When pilots are practicing, one to five aircraft may be flying at once (anecdotally visitors experience is that it is usually three at a time). Within several seconds of one aircraft passing by, another aircraft flies over. This routine lasts for usually about 20 minutes, but sometimes much longer. To add perspective, when the obsolete and soon-to-be-grounded and discontinued EA-6B is flying overhead, a person literally cannot hear is being said by a person next to her or him. One is tempted to cover one's ears because the decibel level is so high. Yet when an EA-18G flies over, it is even louder – its thunderous even with ears covered, and can be felt in one's chest. Birds can be seen flying frenetically during and after the fly over.

Applicable FAA or US Navy management plan for this training area should be identified and analyzed in the Draft EIS, so as to disclose the parameters of acceptable decibel levels for use of this area, and what flying elevations above ground level was the acceptable minimum.

As can be determined from the NPS Hearing Conservation Program training developed with OSHA, potential impacts derive from more than decibel levels. Our concerns also stem from the duration of exposure as well. At Keystone Spit in the Fort Casey State Park and Island County's Driftwood Park, located within the Reserve, there is considerable visitor use, especially with August and September fishermen. Parking lots are over flowing. Crockett Lake, adjacent to Keystone, is one of the 10 most desirable bird watching areas of Washington State. Twenty years ago, the NPS installed multiple wayside interpretive exhibits on Keystone Spit, and more are planned as part of the Integrated Trail System. New trails are currently being planned in Crockett Prairie and adjacent to Keystone Spit. The Draft EIS should identify and analyze the prospect of more visitors being exposed to extremely high decibel levels, and with more aircraft and thus increased duration. Also, are the decibel levels and decibel duration for the training fighter jet flights over EBLA safe for NPS visitors and Reserve residents? Is it desirable to

differentiate between youth and adults, as children's hearing is more susceptible to damage? And what are the cumulative minimums per hour, per day, etc?

Ebey's Landing NHR is the nation's first national historical reserve. It is a non-traditional unit of the National Park System cooperatively managed by a trust board representing local, state, and federal interests. The Reserve provides the nation a vivid and continuous record of Pacific Northwest history. The national significance of this historical landscape is that it appears much as it did more than a century ago. Historic homes, pastoral farmsteads, and commercial buildings are still within their original farm, forest, and marine settings. Within the fast growing Puget Sound region the Reserve has quickly become the only remaining area where a broad spectrum of Northwest history is still clearly visible within a large-scale landscape. Within the Reserve the visitor can experience a variety of diverse physical and visual landscapes within a small geographical area. To protect and provide this experience to Reserve visitors is the core value of Ebey's Landing National Historical Reserve. Consequently, we urge that the Draft EIS address the degree to which aircraft circling through the prairie (and ancillary operations) may diminish cultural landscape values and public enjoyment of the historic viewshed.

Lastly, the established practice of installing "ecology blocks" on the airfield perimeter detracts from the integrity of the cultural landscape and historic viewshed. Should this be proposed for implementation of the subject proposal, consultation with the State Historic Preservation Office should be undertaken in order to develop mitigations to ameliorate the potential adverse effects.

Mount Rainier National Park (Mount Rainier)

Visitors to Mount Rainier, at both developed facilities as well in Wilderness and backcountry, do comment about disturbances from overflights; accordingly park staff regularly documents this information. Three years of data collected by climbing rangers indicates that roughly one third to one half of overflights observed by rangers during the summer months (2011-2013) were military flights (either Chinook or Blackhawk-type helicopters or fighter jets), and approximately one-third to two-thirds of the observed non-park flights were fighter jets (this and additional information is available on request). The preparation of the Draft EIS affords an opportunity for the NPS to collaborate with Whidbey NAS in identifying the degree to which EA-18G Growlers may fly over or near Mount Rainier. The NPS is concerned about current flights of any kind, and is sensitive to any potential additional flights that may impact park resources and diminish visitor experience. It seems feasible for the Draft EIS to disclose current known flight activities from Whidbey NAS over Mount Rainier (and other National Parks), and to address the anticipated increases due to the addition of two new squadrons (and three aircraft added to an existing squadron).

North Cascades National Park Service Complex (North Cascades)

Similarly as at Mount Rainier, records maintained by North Cascades ranger staff demonstrate that military aircraft do operate within park airspace. Expansion of E-18 Growler aircraft at Whidbey NAS may cause an increased number of military overflights through the park and wilderness, because North Cascades lies within a large portion of the Darrington Military Operating Area (MOA), and to a lesser extent the Okanogan MOA. These MOAs are immediately proximate to Whidbey NAS and frequently used for training.

Information obtained online (<http://www.globalsecurity.org/military/facility/pacnorwest.htm>) indicates NAS Whidbey Island manages several inland Military Operating Areas (MOA), including the Darrington MOA (used for Functional Flight checks) and the Okanogan MOA, used for various training purposes including combat maneuvers. Both MOA's overlay portions of the North Cascades NPS Complex, including the Stephen Mather Wilderness. Military Operating Areas (MOA's) contain airspace intended to separate certain nonhazardous military activities from Instrument Flight Rule (IFR) Traffic, and to make it known to Visual Flight Rule (VFR) traffic where these activities are conducted so precautions can be taken to avoid tragedy. MOA's are designed for routine training or testing maneuvers. MOA's are

often positioned over isolated, rural areas to provide ground separation for any noise nuisance or potential accident debris. Military pilots on occasion under-fly the prescribed MOA at lower altitudes without warning. (http://en.wikipedia.org/wiki/Military_Operations_Area).

Previous consultations between North Cascades staff, Seattle Air Traffic Control and the military indicate Stehekin lies along a military Instrument Rules (IR) flight path (IR 348), and that military aircraft are authorized to fly as low as 500' above ground; however, military aircraft need to be 1500 feet agl within 3 miles of the Stehekin Airstrip. NPS records indicate that on multiple occasions these restrictions have not been followed (information available on request). This history suggests public safety risks could be avoided through adherence to established rules, policies and common sense.

Other issues and concerns we believe should be addressed in preparing the Draft EIS include adverse effects to soundscapes, wilderness character and wildlife including federally listed species. In addition, increased low level flights may threaten public and employee safety.

Increased aircraft operations at Whidbey NAS have the potential to cause long-term, adverse impacts to North Cascades and the Stephen Mather Wilderness. Based on our experience with military overflights in the park and wilderness, the Navy should address the following issues in the Draft EIS:

- Military aircraft, most commonly smaller jets (but also larger jets and occasionally helicopters), frequently fly over the park and wilderness areas during all seasons, typically during daylight hours. Unfortunately some of these under-fly their authorized altitudes without warning. Many of these flights are low-level flights with aircraft maneuvers suggestive of sightseeing; preventative measures would limit the disruptive effects on the peace and solitude that park visitors typically seek during their visits. The subject EIS process affords the opportunity to determine the degree to which any of these flights originate at Whidbey NAS.
- The Stephen Mather Wilderness overlays some 94% of the North Cascades National Park Complex. Solitude and natural quiet are critical elements of the wilderness experience in the park Complex, and as such park managers are required to manage for those wilderness values, as directed by the 1964 Wilderness Act. The low-level military overflights cause a significant negative impact to these wilderness values due to the extreme noise and shock they cause when they pass through designated wilderness.
- Lake Chelan NRA (LACH) experiences the greatest number of documented military overflight incidents in the North Cascades NPS Complex. LACH includes the small, private hamlet community of Stehekin, and an unimproved airport open seasonally for recreational purposes and emergencies. Low level flights in this area have the potential to create hazardous conditions for NPS aircraft operations, commercial and personal aircraft visiting the park for recreational purposes and/or to serve the Stehekin community. Some flights over Lake Chelan have been so low they left a wake on the lake. In addition to scaring park visitors and community residents, the flights have also disturbed wildlife, including nesting birds such as ospreys. The park provides habitat for several federally listed species, including spotted owls. Low level flights may potentially adversely affect listed species, most especially spotted owls during nesting season.

The Department of Homeland Security, US Customs and Border Patrol (CBP) recently stepped up border patrol activities along the U.S. Canada border, including within North Cascades NP (http://nemo.cbp.gov/oa/Ch2_Proposed_Action_and_Alternatives.pdf). CBP will be installing tactical infrastructure, increasing aerial and land-based surveillance and patrols, among other activities. Recent news reports also indicate that the U.S. is undergoing a policy shift to place greater military emphasis on Asia (<http://www.csmonitor.com/USA/Foreign-Policy/2013/0218/How-US-military-plans-to-carry-out-Obama-s-pivot-to-Asia>); these reports indicate a greater role for the U.S. Navy. Increased activities by

CPB, coupled with reasonably foreseeable increased military overflight activity as U.S. forces pivot toward Asia, create the potential for cumulatively significant adverse impacts to the wilderness character of North Cascades NP. These cumulative impacts should be addressed in the Draft EIS.

Olympic National Park

Olympic NP includes of 876,447 acres of Congressionally designated wilderness (95% of the park's total acreage). Currently, there are three Military Operational Areas (MOA) that allow military aircraft to fly down to 1200' above ground level (AGL) within the park. There is concern that with additional aircraft, there will be an increase in the number training flights within the MOAs. Olympic National Park has a soundscape monitoring program and it does include military overflight recordings. Maintaining or enhancing the natural soundscape is significant in providing for the enjoyment of visitors, and is vital to the natural functioning of ecosystems. Additional flights would increase the potential for impacts to threatened and endangered species as well as to visitor experience. Park management would appreciate the opportunity to provide input on flight patterns for routine training flights, and collaboration between the Park and DoN in preparing the Draft EIS would afford the opportunity to document the proportion of park overflights which emanate from Whidbey NAS operations.

Conclusion

The National Park Service is very appreciative of the early opportunity to provide information pertinent to the preparation of the Draft EIS for the proposed EA-18G Growler Airfield Operations. The NPS seeks mutually beneficial solutions related to potential impacts associated with the proposal. Consequently we look forward to working with the Navy during the development of the Draft EIS to develop alternatives, and mitigation strategies, that both ensure realistic training and operations and safeguards natural and cultural resource values, healthy ecosystems, and public enjoyment of these superlative parks. In that vein, the NPS is willing to explore cooperating agency support options if that would be expedient for Project development.

For clarification regarding any of our concerns regarding effects of overflights on our parks, or if we can be of any further assistance in providing maps, acoustical data, accumulated overflight records, or other information, please communicate directly with any of the NPS contacts listed below.

Sincerely,



Christine S. Lehnertz
Regional Director, Pacific West Region

Cc:

NPS - Craig Holmquist, Superintendent, Ebey's Landing National Historic Reserve (360) 678-5787
 NPS - Randy King, Superintendent, Mt. Rainier National Park (360)569-6503
 NPS - Karen Taylor-Goodrich, Superintendent, North Cascades National Park Service Complex (360) 854-7310
 NPS - Lee Taylor, Superintendent, San Juan Island National Historic Park (360) 378-2240.
 NPS - Sarah Creachbaum, Superintendent, Olympic National Park (360) 565-3003
 NPS - Brent Lignell, Natural Sounds and Night Skies Division (970) 225-3580
 OEPC - Alison O'Brien, REC, Portland
 WASO ERTS

January 3, 2014

TO: Naval Facilities Engineering Command Atlantic

6506 Hampton Blvd.

Norfolk, VA 23508

Attn: Code EV21/SS

I have lived on Lopez Island since 1972. I have worked with animals, people and the environment. I am really concerned for the health and wellbeing of all of us who live and work and play on this, and other islands. Lopez is downwind of the NAS on Whidbey Island most of the year and thus is much affected by anything they do.

Before I begin, I would like to request that the Scoping Process for this EIS be granted a 60 day extension to allow all affected people and communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County. I have only known about this Scoping Process since 12/24/13, and with the holidays intervening, I cannot do justice to my own letter (which has to be in the mail before 3PM today). Those who were away should be allowed to have their say in what will greatly affect our lives whatever the outcome.

NOISE: High, low frequencies for an indeterminate amount of time. The EA18-Gs from NAS Whidbey have woken me up, made my house shake. I feel like I'm holding myself tensely until it is over. On 11/18/13 I was outside slightly after 5PM and a plane was so low, so loud all I heard was the screaming sound. I crouched and even putting my hands over my ears did not diminish the overwhelming sound. I thought it was going to crash.

Whales: Noise: Same as above. One of the top 10 stories in the local newspaper in 2013 was the late arrival and smaller numbers of endangered Orca whales in these waters.

What should be studied in both cases is better known to noise experts. I do not think that ANY of these noise emissions meet current standards for safety.

Marine Sanctuary/National Monument: How can this use of EA18-Gs possibly be compatible with our supposedly protected environment. Adding more (and the Navy is not even considering the impact of the Australian training on EA18-Gs that is proposed) needs very careful consideration.

Quality of Life: This affects humans in the area of the NAS Whidbey Base, small marine animals, large marine and land animals.

I am sorry I don't have more ideas of how to study these things—a 60 day extension of this process would help and give me more time to do research. There are experts available, and the Navy should take full advantage and honestly assess the continued and expanded use of EA18-Gs at the Whidbey base. I personally think this is not the place for any of them: Too many people, too many fragile marine environments to name a few.

Thank you for your attention to and consideration of this letter.

Sincerely yours,

(b)(6)



(b)(6)



Lopez, WA 98261

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

We have lived on Lopez more than 30 years and have, many times, been severely impacted and bothered by the intrusive noise of the Navy planes from Whidbey flying over during their training flights. Sometimes the noise is so bad that we have to stop our conversations and protect our ears. This may happen even inside the house with all the doors and windows closed.

In 2005 I was diagnosed with congestive heart failure. I had clear arteries, no plaques to be found. No apparent or observable cause. Idiopathic was the judgment. I have been outfitted with a pacemaker ever since. Was stress from noise the cause?

When you tell us that we should, like you do, average the noise level we experience over a year, we are just wondering what you would say to a doctor who told you to average the pain you feel over a year.

We understand that you have many more planes coming in, including some Australian Growlers. If that means more flights over Lopez, you will just add more misery to an already intolerable situation. We realize we are only 8 miles from Whidbey and in the direct flight path if the planes go straight, but it should be possible to make a slight turn to the left after take-off and head down the Strait of San Juan de Fuca. It would show some consideration for the civilian populations of the San Juan Islands which have not asked for this intrusion.

We don't want to add to our resentment and disgust with the attitude that seems to prevail currently at the base. We are the people in whose defense you are supposedly training your pilots, but your behavior towards us and our environment sometimes reminds us how, during WW II, the Germans treated the people in the occupied countries. We know, we lived in one of them for 5 years. Don't be surprised, if we are treated like that, we start feeling about and behaving towards you as the occupying power.

We request a 60-day extension of the NAS Whidbey EIS Scoping Process and also a Scoping Meeting to be held on Lopez Island so that we Lopezians can be heard,

(b)(6)



(b)(6)

Coupeville, WA 98239-0250

(b)(6)

via Certified U.S. Mail/RRR
 Certified Item #: 7007 0220 0003 1912 6167

January 2, 2014

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

RE: Scoping Comments for EA-18G ("Growler") Airfield Operations at NASWI

Dear Project Manager:

These scoping comments are submitted on behalf of (b)(6) and (b)(6) (b)(6) Coupeville, WA 98239, as well as on behalf of our business: (b)(6) Coupeville, WA 98239.

These comments supplement scoping comments you will receive from Citizens of the Ebeyes Reserve for a Safe, Healthy, and Peaceful Environment ["COER"]. The COER scoping comments are adopted herein in their entirety.

Please add our names, addresses and email addresses to your mailing list with regard to this EIS project and provide us with a copies of the Draft EIS upon completion and publication.

SCOPING COMMENTS

Personal and Business Impacts from EA-18G Growler Operations:

EA-18G jets training at the Coupeville OLF fly directly over our home and place of business, often less than 500 feet above us. We have been personally injured in the following ways, among others, by Growler operations since 2010:

- Our hearing has been damaged ((b)(6) has developed a severe case of tinnitus). Even when the Growlers are not flying we are only able to understand television programs using closed captioning. We have a hard time understanding conversations even in quiet settings;

(b)(6)

EA-18G EIS Comment Letter

Page 2

January 2, 2013

- We suffer from intense anxiety when subjected to the noise and vibrations occurring from EA-18G operations. We are unable to sleep when the Growlers are flying and as a result are often unable to concentrate and function the next day. We are chronically tired and have a sense of malaise;
- We are being physically exposed to toxic noise and chemical pollution whenever the EA-18Gs are operating over our home and business. It is undetermined what illnesses or diseases we may develop over time due to exposure to EA-18G operations;
- The market value of our real estate has decreased dramatically with the advent of EA-18G operations at the Coupeville OLF;
- We have had several occasions where we were unable to hire people because of their unwillingness to live or work near EA-18G operations;
- (b)(6) business is lodging and entertainment. We run a bed and breakfast inn and a rural event center. We are unable to book business during weekdays and week nights because of the uncertainty as to when EA-18G operations will be conducted at the OLF. If operations were to commence being held on weekends as well we would effectively be put out of business. Of particular concern to us are potential operations being conducted on Saturdays during the summer months when weddings are being hosted in the Historic (b)(6)
- Our physical plants have been exposed to damaging vibrations and harmonics from Growler operations. For instance, since the Growlers began flying the cut stone foundation of the historic (b)(6) otherwise intact for one hundred and fifteen years, has begun splitting off. We believe this damage and other damage is being caused by the vibrations from the Growlers as they repeatedly pass directly over our properties;
- We are unable to work outdoors at the (b)(6) when EA-18G operations are being conducted at the OLF. Even wearing "shooting muff" hearing protection the noise from the Growlers is too painful to be exposed to outdoors. Indoor conversations become impossible and as a result we are unable to conduct business (meetings, telephone conversations, etc.) indoors as well;
- When the Growlers are flying there is interference with electronic devices in our homes: televisions; radios; cellular telephones; and Internet and wireless connections with our computers. We suspect that this interference is caused by electronic emissions from the jet aircraft;
- Our overall enjoyment of life in our home has been destroyed by EA-18G operations conducted out of the Coupeville OLF.

(b)(6)

EA-18G EIS Comment Letter

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January 2, 2013

The Inadequacy of the Project's Scoping Process:

Scoping meetings were held by the Navy in only three of the local communities impacted by the EA-18G operations in the North Puget Sound region: Coupeville; Oak Harbor; and Anacortes. At a bare minimum, scoping meetings should also have been held in La Conner, Mount Vernon, Port Townsend and on Camano, Lopez and Orcas Islands. Growler operations impact communities located throughout the North Puget Sound Area, including parts of Canada, yet meetings were only held in the three communities closest to NASWI. At the Coupeville scoping meeting we inquired as to why scoping meetings were not being held in each community suffering impacts from Growler operations and were told that the scoping meetings "were expensive" and "we [the Navy] had to draw the line somewhere." The cost of holding scoping meetings in these other communities is insignificant compared to the cost to those communities from Growler operations. These are communities that did not have ready access to the three locations chosen for scoping meetings. Moreover, there was very little notice to these other communities that EIS scoping meetings were to be held or when the deadline for public comment regarding scoping would be. Many in these communities were completely unaware that an EIS was being performed at all with regard to EA-18G operations. This is shameful. The EIS process should have been established to insure the largest public participation possible. Instead it was arranged to insure the smallest.

Secondly, the Growler EIS "Notice of Intent" indicates that this EIS is being performed only with regard to the three Marine EA-18G squadrons sought to be relocated to NASWI. Although assurances were made at the three scoping meetings held that all Growler operations would be examined, this was disingenuous because those other operations are only being examined insofar as to establish an impact baseline with regard to an examination of whether there will be any additional impact from the three new squadrons. Using any *current or previous* training operations as a baseline is inappropriate since no EIS has ever been completed with regard to any of the EA-6B "Prowler" or EA-18G "Growler" operations conducted at NASWI or at the Coupeville OLF. An EIS should have been performed long ago. Clearly the failure to perform an EIS as late as 2005 when the Navy was examining the supposed "transition" of EA-18Gs in exchange for EA-6Bs was a violation of federal law (NEPA). Accordingly, an EIS examining the impacts upon the subject communities and environment of both the EA-6Bs and all EA-18Gs using "no jet operations" as a baseline is the only appropriate EIS to perform. The Navy must study what effects these operations are having without resorting to "bootstrapping" operations they have historically conducted without having complied with federal law.

Third, the Navy has contributed to making a mockery of this EIS public scoping process by encouraging the process to be turned into a "popularity contest" between members of the community who want the Coupeville OLF closed and those who want it to remain open for Growler operations. This EIS scoping process is supposed to be about determining what to study with regard to impacts from current and proposed

(b)(6)

EA-18G EIS Comment Letter

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January 2, 2013

Growler operations. It is not about whether NASWI should remain open. The Navy should have taken steps to stop certain groups from misleading the public into believing that without the OLF the Navy would close NASWI entirely thereby frightening people into submitting comments in favor of keeping the OLF open. Instead, the Navy has encouraged such behavior while knowing that it is not germane to this EIS and that its basic premise is false. Whether NASWI will or should be closed in the future is properly the subject for future BRACs not this Growler EIS scoping process. Allowing groups, who have a financial interest in keeping NASWI in place, to mislead the public regarding operations at the OLF defeats the entire purpose of having an EIS in the first place. Any regard given to any comments solicited through this deception should be completely disregarded. These fraudulently procured comments are not even worth noting in a footnote to the draft EIS report.

By tacitly allowing this deception to be perpetuated, and even encouraging it, the Navy brings into question whether this EIS process is a real study or merely a *dog and pony show* to justify basing decisions already made and set in stone. If the decision has already been made to base all EA-18G operations at NASWI with training operations to continue at the Coupeville OLF prior to this EIS being performed, then the Navy is clearly in violation of federal law. If this EIS process is real, then the Navy should not be in the business of advocacy or propaganda with regard to an outcome. Under federal law the Navy is given the right to self-study its basing needs and environmental impacts; however, the study must be fair and unbiased. The Navy's behavior thus far in this Growler EIS process has been neither fair nor unbiased.

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." Noise modeling is not appropriate due to the topography of the area and due to the fact that pilots vary in their flight paths within the designated training areas;

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. Studies by the World Health Organization, the U.S. Department of Transportation and the U.S. Environmental Protection Agency should be referenced and addressed;

(b)(6)

EA-18G EIS Comment Letter

Page 5

January 2, 2013

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. Consider the locations of such public places as the new Island County Transit center, the sport fields at Rhododendron park, the hospital and schools in Coupeville, and the various residential neighborhoods subjected to impacts from Growler and Prowler operations;

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. Consider the impacts on such other parks as Deception Pass, Fort Casey, Fort Ebey; Ebey's Bluff, Dugualla, and Keystone;

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;

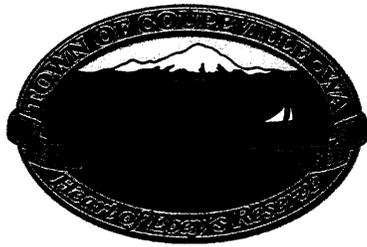
ALTERNATIVES: The Navy should close the outdated Coupeville OLF (which hasn't been used in 7 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas. All alternatives to basing the EA-18G Growlers and the EA-6B Prowlers at NASWI should be examined. Operational training with these jets is not appropriate in such a heavily populated and environmentally sensitive area such as the Northern Puget Sound region and must be relocated.

Please do not hesitate to contact us if you have any questions regarding anything contained in this correspondence.

(b)(6)

(b)(6)

(b)(6)



Town of Coupeville

4 NE Seventh ▪ PO Box 725 ▪ Coupeville WA 98239
360.678.4461 ▪ 360.678.3299 Fax ▪ www.townofcoupeville.org

January 2, 2014

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

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

To Whom It May Concern:

The Town of Coupeville appreciates the opportunity to provide comments as part of the scoping process to help identify issues to be studied in the Environmental Impact Statement (EIS) that is being prepared by the Navy. The Town Council met on Thursday, January 2, 2014, and approved the following comments.

The Town of Coupeville is the second oldest town in the State of Washington and is located in the heart of Ebey's Landing National Historical Reserve. As an incorporated Town, the density of residence and commercial activity is greater than that of rural Island County. The current established flight pattern for the OLF crosses over a portion of the northeast "corner" of the Town limits.

Within the Town limits are many historic buildings, both residential and commercial, and a Historic Commercial District. A large part of Coupeville's economy is tourist-driven, there are many bed and breakfast establishments and retail stores in town. The Town is also home to the Island's only public hospital and a large nursing care facility. Coupeville has two large senior housing apartment complexes. The Town has an elementary, middle and high school. Coupeville is the County seat and houses Island County offices, courthouse and jail facilities. The Town has many public beaches and parks and is on beautiful Penn Cove.

The Town respectfully request the EIS address the following issues as potential direct and indirect impacts due to number of flights, noise levels while flying, ascent and descent noise levels, altitude of flights, vibrations, flight patterns over the Town limits, weekend training schedules and time of day of flights (how late the jets fly at night).

1. Impact on sleep patterns, hearing and mental health of residents, hospital patients, senior citizens and visitors.

2. Impact on sleep patterns, hearing and mental health of school children.
3. Impact on tourism.
4. Impact on historic buildings.
5. Impact on housing values.
6. Impact on safety of Town residents due to proximity of crash zone.

In addition, proposals for mitigation need to include working with the Town of Coupeville to develop the following possible options:

1. Revisions to land use zoning, to recognize areas that may be adversely affected;
2. Revisions to building code requirements, to reduce noise impacts of flight operations;
3. Retrofit of existing structures to reduce noise impacts;
4. Purchase of property or compensation to residents who are impacted significantly by flight operations, or actions related to 1-3 above.

An additional consideration for mitigation is modifications to the aircraft to reduce noise/reverberation

Thank you for the opportunity to provide input to the EIS and we look forward to future participation on these issues.

Sincerely,

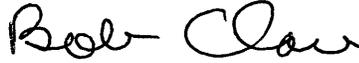


Nancy Conard
Mayor

Dianne Binder, Councilmember



Bob Clay, Councilmember



Jackie Henderson, Councilmember




Molly Hughes, Councilmember



Patricia Powell, Councilmember



TOWN OF FRIDAY HARBOR
Post Office Box 219 • Friday Harbor, Washington 98250
(360) 378 – 2810 • FAX: (360) 378 – 5339 • www.fridayharbor.org

December 27, 2013

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

Attn: Code EV21/SS

Greetings:

The Town of Friday Harbor is located on San Juan Island, Washington due northwest of Naval Air Station Whidbey Island at a distance of approximately 19 miles. We are within the geographic radius of areas impacted from flight and maintenance operations at the base, Ault Field and OLF Coupeville.

The Town of Friday Harbor, as well as the whole of San Juan Island, has been impacted by increased noise and vibration during certain operations since the introduction of the EA-18G Growler aircraft in 2009.

We understand that two additional squadrons of Growlers are scheduled to be deployed to NAS Whidbey and that Growler aircraft will be added to the training squadron. As a result of these proposals, an Environmental Impact Statement must be prepared. Information available to the Town indicates that these Growlers are more powerful, and operate at a lower frequency than the Prowler aircraft. We further understand that you are now determining the scope of the EIS and accepting comments from the public. The Town of Friday Harbor, on behalf of its citizens and businesses, requests the following studies be conducted in this process:

- 1) Measure and quantify the impact of noise and vibration within the Town of Friday Harbor and San Juan Island.
- 2) Measure and quantify the impact of noise and vibration on marine wildlife and water fowl in the adjacent waters and on the shore of San Juan Island.

- 3) Identify and implement flight patterns which eliminate operations over the San Juan Islands.
- 4) Identify potential mitigation measures to eliminate or minimize noise and vibration impacts felt in Friday Harbor and on San Juan Island from both on-ground and airborne operations.

Thank you for the opportunity to comment in this process.

Dated this 27th day of December, 2013.

Sincerely,



Mayor Carrie Lacher



Councilmember Noel Monin



Councilmember Steve Hushebeck



Councilmember Barbara Starr



Councilmember Anna Maria de Freitas

January 2, 2014

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

Attention: Code EV21SS

I request the United States Navy conduct an Environmental Impact Statement on the E18 Growler and the health effects of this aircraft.

I have lived on my Oak Harbor, WA Frostad Road Farm since 1942.

(b)(6)





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 31, 2013

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

Dear Project Manager,

These comments supplement those provided by the Washington State Parks and Recreation Commission in their letter dated December 30, 2013 (see attached). Please include the following on the list of state parks that have the highest potential to be impacted by airfield operations at Naval Air Station (NAS) Whidbey Island:

- Anderson Lake State Park
- Fort Flagler State Park
- Fort Worden State Park
- Old Fort Townsend State Park
- Rothschild House Heritage Area

Thank you for the opportunity to provide comment. If you have any questions I can be reached at 360.902.8632 or randy.kline@parks.wa.gov.

Sincerely,

Randy Kline, Environmental Program Manager

Attachment: December 30, 2013 Washington State Parks EIS scoping comment letter

CC via email: Don Hoch, Director, Washington State Parks
Jon Crimmins, Fort Casey State Park
Daniel Farber, Policy & Governmental Affairs
Ed Girard, SW Region Manager
Jack Hartt, Deception Pass Area Manager
Eric Watilo, NW Region Manager
Jeff Wheeler, Cama Beach Area Manager
Island County Commission
Jefferson County Commission
Skagit County Commission



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:

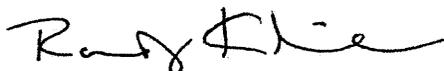
- Cama Beach State Park
- Camano Island State Park
- Deception Pass State Park
- Dugualla State Park

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

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

Please add me to your mailing list for
the EIS for EA-18G Growler Airfield
Operations for Naval Air Station Whidbey Island
WA (Re OLF Coupeville)

(b)(6)

Charlottesville, VA 22902

(b)(6)

SEATTLE WA 980

11 SEP 2013 PM 7 L

EA-18G EIS Project Manager - (Cdr EV
Naval Facilities Engineering Command (NAVFAC) A1
6506 Hampton Blvd
Norfolk, VA 23508

September 5, 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:

**RE: Environmental Impact Statement (EIS) for EA-18G Growler
airfield operations at Naval Air Station (NAS) Whidbey Island,
Washington.**

**Please include my name on the DoN's mailing list concerning the EIS
for NAS Whidbey Island, WA. Please notify me of any pertinent
information concerning meetings and public forms.**

I want to receive a copy of the Draft EIS when released.

Regards,

(b)(6)



September 8, 2013

Environmental Impact Study
EA-18GEIS Project Manager
(Code EV 21/SS)
Naval Facilities Engineering Committee
(NAVFAC) Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508

TO WHOM IT MAY CONCERN:

Per instructions, in order to receive a copy of the Environmental Impact Study which is in process regarding the OLF in Coupeville, WA, and the continuation of day/night flight sessions being conducted at this field, I am hereby requesting, in writing, a copy of this (draft/final) study.

My address is (b)(6) Coupeville, WA. 98239

My name is (b)(6) I moved to Coupeville in May 2012. I am very concerned about this situation, for myself, and my community. I hereby request that a copy of this document be mailed to me as soon as it is completed so that we have an opportunity to review it.

Kind Regards,
A Bon Air Community resident,

(b)(6)



SEATTLE WA 981

09 SEP 2013 PM 8 L

USA Forever

Environmental Impact Study
 EA-18GEIS Project Manager
 (Code EV-21/SS)
 Naval Facilities Engineering Committee
 (NAVFAC) Atlantic
 6506 Hampton Boulevard
 Norfolk, VA



(b)(6)

5 September 2013

EA-18G EIS Project Manager (Code EV21/SS)
Naval Facilities Engineering Command (NAVFAC) Atlantic
6506 Hampton Blvd
Norfolk, VA 23508
United States of America
WhidbeyEIS@navy.mil

To Whom This May Concern;

(b)(6) here of <http://GrowlerNoise.com>. I want to let you know that I appreciate very much what you're doing and would like to please be not just on **your EA-18G Growler mailing list** but also be a resource.

I also have many photographic resources available to you via <http://Flickr.com/avgeekjoe> (in particular my **EA-18G** and **EA-6B** photosets). Furthermore, I've got a lot of public records – mostly e-mails – out of Island County Government, the Town of Coupeville and other sources that you may want copies of.

At some point this fall when I know more, I intend to draft a long scoping comment document – probably around 10 pages with some to many appendices. That document will include a table of contents, and some very thoughtful suggestions on how to move forward. But for now, with respect, I want to catch my breath. We USN supporters have had a long summer fighting the enemy and hopefully have saved America's OLF.

Again, please put me on your mailing list and feel free to ask for anything. I'll see what I can do...

Respectfully;

(b)(6)

Sedro-Woolley, WA 98284

(b)(6)

EA-18G EIS Project Manager Code EV21/SS

Dear Sir,

Please include me in the Navy mailing list for the EA-18G NAS Whidbey draft EIS, once it is prepared, and any other public information relative to the EIS.

My Mailing Address is:

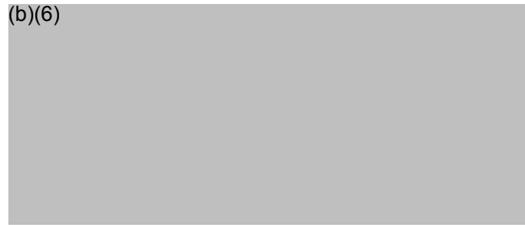
(b)(6)



Coupeville, WA 98239

Thank you,

(b)(6)



(b)(6)

Oak Harbor, WA 98277

(b)(6)

November 13, 2013

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

Re: Written Input into Scoping Process for EIS Preparation

To whom it may concern:

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

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

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

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

Very truly yours,

(b)(6)

(b)(6)

Oak Harbor, WA 98277

Oak Harbor, WA 98277

(b)(6)

(b)(6)

(b)(6)

Oak Harbor, WA 98277

(b)(6)

September 10, 2013

**EA-18G EIS Project Manager (Code EV21/55)
Naval Facilities Engineering Command (NAVFAC) Atlantic
6506 Hampton Blvd
Norfolk, VA 23508**

To whom it may concern:

Pursuant to the Notice of Intent to Prepare an Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations, etc. published in the Federal Register on September 5, 2013, by the Department of Defense, Department of the Navy, I hereby request being included on the DoN's mailing list for any and all matters, scheduling of meetings, and all other information relating to the EIS, and to receive a copy of the Draft EIS when released.

Very truly yours,

(b)(6)

Oak Harbor, WA 98277

(b)(6)

September 5, 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:

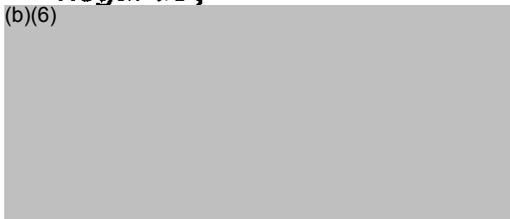
RE: Environmental Impact Statement (EIS) for EA-18G Growler
airfield operations at Naval Air Station (NAS) Whidbey Island,
Washington.

Please include my name on the DoN's mailing list concerning the
EIS for NAS Whidbey Island, WA. Please notify me of any
pertinent information concerning meetings and public forms.

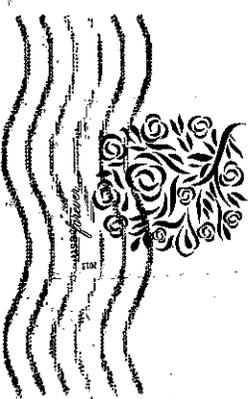
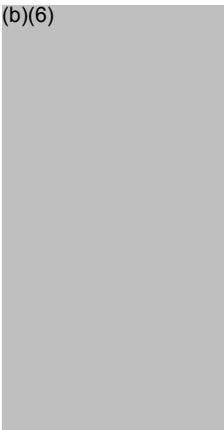
I want to receive a copy of the Draft EIS when released.

Regards,

(b)(6)



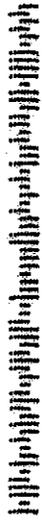
Titusville, FL 32796



ORLANDO FL 32R
05 SEP 2013 PN 2 L

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

23506121206



EA-18G EIS Project Manager (Code EV21/SS)
Naval Facilities Engineering Command (NAVFAC) Atlantic
6506 Hampton Blvd
Norfolk, VA 23508
September 16, 2013

By Certified Mail, Return Receipt Requested

To whom it may concern:

Pursuant to the Notice of Intent to Prepare an Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations, etc. published in the Federal Register on September 5, 2013, by the Department of Defense, Department of the Navy, I hereby request being included on the DoN's mailing list for any and all matters, scheduling of meetings, and all other information relating to the EIS, and to receive a copy of the Draft EIS when released.

Very truly yours,

(b)(6)



Coupeville, WA 98239

(b)(6)





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

September 23, 2013

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

Dear Project Manager,

Please consider this a formal request by the *Washington State Parks and Recreation Commission* to be included on the Department of the Navy (DoN) mailing list for the EIS, Draft EIS and any other public information provided related to the *Notice of Intent To Prepare an Environmental Impact Statement for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island, Washington* as included in the **Federal Register**/Vol.78, No. 172/Thursday September 5, 2013.

Information can be provided via mail at:

Washington State Parks and Recreation Commission
Attn: Randy Kline, Environmental Program Manager
P.O. Box 42650
Olympia, WA 98504-2650

Information can be provided via email at:

randy.kline@parks.wa.gov

Thank you for your attention in this matter. If you have any questions I can be reached at 360.902.8632 or randy.kline@parks.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Kline".

Randy Kline, Environmental Program Manager

Cc via email: Chris Parsons, Policy & Governmental Affairs
Washington State Parks and Recreation Commission

(b)(6)

1372

sequim, WA 98382

Go Navy! Hearing the jet engines on the prowlers and growlers and seeing the P3's makes me feel secure, I love the sound of the jets. As far as I am concerned, the impacts are positive.

January 2, 2014

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

My husband and I are residents of Lopez Island in the San Juan Islands. We are an older retired couple who have been married for 50 years. We planned to retire in the San Juans 15 years ago when my husband was newly diagnosed with Parkinsons. We needed a peaceful place for him to enjoy life to the fullest.

Since moving here in 2005, we noticed that jets from Whidbey Island NAS disturbed the peace here on a somewhat regular basis, but in the past few months the noise level has increased, at sometimes being frightening and very disturbing, especially to my husband. The noise is at times so loud that our windows rattle and our whole house vibrates. Another disturbing thing is that both of us feel our whole bodies vibrating to the sound, it goes right through us. At times we have gone out on our front porch, sure that a jet isn't coming down to crash.

This is NOT healthful for either of us, and we worry about the effect of this colossal noise on fauna of the islands as well.

We feel that this level of noise is NOT acceptable and is not conducive to the healthy environment that we all deserve. It is NOT acceptable to produce this level of noise over and environmentally sensitive area which has just been declared a "National Monument".

MY husband and I will not accept either the current levels of noise and numbers of flights, not will accept and increased number of these flights which seem to planned over our protests.

Please stop the noise level and any plans for increases in the future.

(b)(6)

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

Lopez Island, WA 98261

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: jet noise complaint
Date: Tuesday, January 07, 2014 8:01:50

It doesn't mitigate the noise to know when the newspaper says the Growlers will be hounding our neighborhood. It's 6:00 pm now and each time the jets go by we have to stop talking and wait for the noise to die down to hear each other in our front room, windows closed.

It was a blessing this summer when the jets were absent. Let's see if we can make it full time. Move the base to a less populated area where fewer citizens are in earshot or in danger of a crash landing. The OLF was never designed with jets in mind.

(b)(6)

1375

Mount Vernon, WA 98273

I want to show my support in your need to expand the fleet at NAS Whidbey. We own two homes in the Hope Island Community west of La Conner. I want our pilots to have the best training available. Thanks for your service and good luck. (b)(6)

(b)(6)

1376

Friday Harbor, WA 98250

Though I'm 25 miles from the airfield, my property is on the south end of San Juan Island, and several days and evenings every month the roar of the military activity overwhelms the rural quiet here. I believe the overt military presence in a rural, agricultural and recreational area is inappropriate. It is an unpleasant reminder that our country's priorities are to make war, not to ensure peace and prosperity among the people of the world.

(b)(6)

Anacortes, WA 98221

1377

Please stop the noisy and annoying flights over Anacortes.

Coupeville, WA 98239

The new Growler aircraft are louder, and flying more frequently, than previous aircraft used at NAS Whidbey. The noise levels are therefore greater, and more disturbing. To continue this, or worse... increase it... is disturbing to all citizens in the affected communities. This would exacerbate real health issues stemming from increased noise and air pollution. This problem has grown steadily worse over time, as more and louder aircraft are transferred to NAS Whidbey. Surely there is an alternative that would be less problematic to the citizens of Whidbey Island. Any mitigation would help to some degree; those of us who must live with this problem would appreciate a decrease in flights (particularly by Growlers... aptly named) and more restrictive fly times... NOT a build-up of more Growlers and training missions over our homes. Ideally, these loud aircraft would be assigned to a home base that has less of an impact on neighboring citizens. But if that is not feasible, then we should not make the situation worse... it is already intolerable for many.

(b)(6)

1379

La Conner, WA 98257

I've lived in Shelter Bay since 1975 and the jets have become a part of my life. I love them and support the Military 100%. After 9/11, I couldn't wait to hear my jets fly, it made me feel secure. If people don't like the jet noise, don't live near a Navy base. GO NAVY!!

(b)(6)

1380

Sequim, WA 98382

I have lived in S San Francisco which is 2 miles from the SF International airport. Also in El Granada, CA with a small local airport adjacent to it. The airplane noise is part of the total environment. Get over it. Move if it disturbs you so much. This country is gravitating so far to the pc left, it is on a timetable of self destruction. The military is more necessary than your pc complaining, and will protect this country.

(b)(6)

1381

Coupeville, WA 98239

I support the Navy's right to use the OLF for training. Most of us either knew this was a "fact of life" in living in the Coupeville area or actually signed papers to that extent. I would ask that the pilots follow the guidelines and rules for using this field. I am a strong supporter of the military, having a daughter and son-in-law in the Army.

(b)(6)

1382

Lopez Island, WA 98261

Greetings! I am a 29 year resident of Lopez Island, former County Commissioner, and have met with several NAS commanders over the years regarding the impacts of the sounds of the jets on San Juan County citizens. The latest sound of the "growlers" has been a greater impact on my life than I thought possible. I think the biggest problem is the roar that we hear that is fairly constant and then stops and then roars again and is usually caused by EA-18G's sitting on the tarmac - pointed at Lopez - running their engines up to 80% power for maintenance checks. Whenever I hear this sound, my body goes into an alarm mode-is it thunder, a tornado, fire in my chimney--what is it??? Because of its low frequency, it is a much more penetrating sound than sounds that are louder. I ask that you compare the impact of this low growling/thunder sound to other sounds that are a one time, louder noise. Because it is so disturbing to me, I know it has an even greater impact on the students at school. We have access to scientific studies which show that certain sounds affect our health, our productivity, academic performance and sense of well-being. I am sure this sound qualifies, and should be checked out as such. I'm sure the sound is not necessary in a practice situation and could be muffled or shielded. Continued irritation of the citizenry will ultimately lead to closure of the base, which could be avoided by paying attention to this issue. Thank you for your consideration. (b)(6)

(b)(6)

(b)(6)

coupeville, WA 98239

1383

As a property owner who is directly under the flightpath of the OLF Coupeville, I would ask you use single event sound levels to determine the noise zone. The averaging you have used historically does not match the noise experienced. Thank you

(b)(6)

1384

Oak Harbor, WA 98277

Its the sound of Freedom! Enjoy! and, I sincerely hope that those who are objecting are keeping themselves and their children Far away from such things as Seahawks games and rallys and concerts and hydro races etc. etc.

Coupeville, WA 98239

I am a retired Naval Aviator (S-3A's) and a current, local Coupeville Real Estate Broker. Personally, I find the people arguing for the closure of OLF Coupeville to lack any sort of credibility as they have a historical track record of lying or using lawsuits to get their way, and many of them have moved here in the recent past. Beyond that, having grown up on Whidbey Island since 1963, I remember the A-6's live-bombing the area just off Smith Island, and the A-3's were louder than the current Prowlers or Growlers and there was no lack of support from this community for the Navy. I wish the old PARDON OUR NOISE BUT ITS THE SOUND OF FREEDOM sign was still up as you entered Oak Harbor. I have no problem with the noise, the current existing NWMLS Noise Disclosure Form which we use, or with the Navy. One thing that might help, though, would be if the Navy were to explain to the public, on a regular basis, WHY the OLF cannot be relocated (I know why, I flew FCLPs) and WHY an OLF is even required by a carrier-based air-wing. The Navy should publish a chart which shows "FCLP pattern noise levels of the Growler vs Prowler vs Skywarrior." Also, and this is my pet peeve, I would like to know WHY the OLF was shut down in the first place, when our nation was at war, and my sons were (are) in Afghanistan in combat, depending on Growler support? To me, this was a political decision which was absolutely unconscionable.

(b)(6)

sequim, WA 98382

1386

the complainers don't understand, it's the navy planes noise that allows them to make their noise....it's the sound of freedom!

Oak Harbor, WA 98277

I support the current mission of Whidbey Naval Air Station and the anticipated increase in aircraft in future years. The base is vitally important for national security and plays a critical role in our communities. Residents are made aware of the presence of jet noise when purchasing property in the area and choose to accept that reality. It seems grossly inappropriate for individuals to later complain about the noise and demand the Navy move a practice facility which has existed for decades. I applaud the Navy's effort to mitigate the noise by managing training schedules and exploring alternative approach patterns designed to limit noise exposure as much as possible. I believe this approach, coupled with maintaining a diverse and battle ready contingency of military personnel and equipment is vital to securing our nation and handily trumps citizens seeking base relocation because it's operation is periodically felt to be a nuisance. Should the discussion proceed much longer I suggest a nonbinding public referendum on the matter rather than bureaucratic or judiciary decision making based upon lobbying by a minority of our population or outside special interest groups committed to the establishment of obscure and indefensible public policy.

Port Townsend, WA 98368

My wife and I am are long-time residents of the Port Townsend area and would like to express our displeasure with the high-decibel Naval EIS-18G Growler Airfield Operations that have been negatively impacting our lives. The noise from the jets is so loud, so close to the ground and so frequent that it is a major assault on our hearing and quality of life. We have especially been bothered by the jets making runs during late afternoon, early evening and late night times. They circle the Port Townsend area over and over again in the same low, loud, repetitious patterns. The Growler/Howler sounds as if someone is using a huge blow-torch above the house, with a deep, loud roaring sound. This sound disturbs us day and night and it causes us to be anxious and angry that we are being assaulted by such harsh noise. We would ask that these operations be curtailed or re-located away from our residential areas. The proposed addition of expeditionary Electronic Attack (VAQ) squadrons and the addition of aircraft to the Fleet Replacement Squadron (FRS) are both ideas we are opposed to. The impact on our personal environment is negative and painful to us and our community. Since we feel this distress in our home, yard and community we expect there are negative consequences to the wildlife of the area as well. We hope you will explore other options for future high-decibel Naval operations of this nature and keep our air-space unpolluted by noise.

(b)(6)

1389

Anacortes, WA 98221

We live very near Deception Pass and NAS Whidbey Aircraft fly over our house very frequently. We do not have a problem with increasing the number of Growlers. We find them not significantly different from the Prowlers. Our only concern is that usually pilots do not surge into the after burner situation while flying over us, and the few that do dramatically increase the noise. We thought the pilots were expected to not kick in the after burners except while out over the ocean. If that is really a rule, we would appreciate it being consistently respected.

(b)(6)

1390

Freeland, WA 98249

I support the use of OLF for our navy flight training!

(b)(6)

1391

Oak Harbor, WA 98277

I live near the flight path (Ault Field). I have experienced no adverse effects from flight operations performed by the Navy.

(b)(6)

1392

Oak Harbor, WA 98277

I support NAS Whidbey Operations At OLF Coupeville, as I believe the Vast majority do.
As usual a vocal minority get the most attention.

(b)(6)

1393

Camano Island, WA 98282

The Growlers fly right over my house when headed east. We love the Navy and the Growlers. Keep 'em flying. Music to my ears.

Oak Harbor, WA 98277

I just want to comment on how the increasing amount of jet noise is adversely affecting my quality of life here on Whidbey Island. I am a 14 year resident of Whidbey Island, own my own home and live north of Oak Harbor, at the end of Jones Road. Our property was originally out of the way of the flight paths near Oak Harbor, but since the advent of the newer, larger planes the noise has now become intolerable. No matter where I am in my house, I can hear them, sometimes ALL DAY LONG and into the night. I am unable to study, write or even relax without this constant noise intrusion and it has become VERY stressful. I suffer from anxiety and this is certainly making it worse. Being outside to do chores or garden is no longer enjoyable, and there have been times when low-flying jets have buzzed our house and if I hadn't quickly covered my ears I would have incurred hearing damage. Before the advent of the Growlers we never had jets go directly over our house and now it's a frequent and nerve-wracking occurrence. I do understand the importance of our pilots getting the best training possible, and I support our military, coming from a proud military family myself. But I feel at this point our quality of life has been severely compromised because of this noise. My stress level is very high at this point: my ability to focus and work has been impaired because I can not concentrate. Sleeping is difficult; even with earplugs in I can hear the rumbling and am not getting adequate rest as a result. It would be nice if there could be some sort of compromise so that necessary pilot training can be accomplished and private resident's peace and quiet could be respected. I think that posting flight schedules in the local paper and/or limiting times of training would be very helpful for the public that this affects. For instance, when pilots need to do night training flights, it is nice to know when this will be happening. Having breaks in the flying for an hour or two instead of nonstop flying would be nice, it would offer some much-needed quiet time. Maybe limiting how early/late flights are conducted would be something to consider too. I sincerely hope that a good common solution can be found that is beneficial for both the Navy and the public. I am very proud of our local military and the men & women who serve. I think together we can find a good solution to this issue. I think a key point here is that it is so very important that we are all understanding, respectful neighbors to one another. Thank you very much for your review and consideration of my comments. With respect, (b)(6)

(b)(6)

1395

Port Townsend, WA 98368

I am 100% in favor of increasing the number of EA-18 Growlers at NAS Whidbey Island, including touch-and-go landing practice at OLF Coupeville. IMHO the noise impact to the Port Townsend area will be minimal. Additionally, the increased number of personnel associated with expanded EA-18 Growler program(s) will have a positive economic impact to the area, esp in the immediate area of the base (Oak Harbor), which will be a much-needed shot in the arm to our depressed local economy.

(b)(6)

Bellingham, WA 98229

1396

Well Whidbey is in the N/W corner of the country, so it makes since that they are here!
Where do you want them in Kansas?

(b)(6)

1397

Port Townsend, WA 98368

I can't STAND the sound of the jets. I can hear them very loudly here in Port Townsend. They keep me awake at night. I work at the hospital, taking care of patients, and my work is affected if I don't get proper sleep. During the day, the sound causes me extreme anxiety and stress. It's almost intolerable as it is, and if it increases, I may have to move to someplace more peaceful. I believe I have a right to peace AND quiet.

(b)(6)

1398

Langley, WA 98260

GO NAVY! I fully support you in all of your endeavors. Hearing some extra noise on the ground is a small price for us to pay so that our sailors can receive their important training to keep them safe in the air and be the most effective warriors.

Anacortes, WA 98221

I thought I lived in a very quiet, rural area of South Fidalgo Island. I investigated the possible growth and development changes that might impact the peacefulness of the property before I made the commitment to purchase property and build my home in 1992. Since buying my property on South Fidalgo there have been a few changes with new building in the neighborhood but the window-rattling damage from the test flights of the aircraft from the navy test strip near Coupeville was not something I could have factored in prior to buying my property. When outside, the noise is so loud it is physically damaging. It is impossible to hear conversations, not to mention the sounds of nature and the quiet I believed I would have when moving here. When inside, the noise is still so loud conversations, music, TV is disrupted and the sound is, again, deafening and physically damaging. Previously, I owned a home along the water outside La Conner and I know how physically painful and disruptive the test flights over that quiet beach area were. Back then, the only way to complain was by calling the navy base, long-distance, by phone. If you reached a person, it was obvious no information was gathered and clearly no one cared about your comments. Hopefully the current scoping process will not be so one-sided. Thank you for extending the scoping comment period concerning the proposed added growler flights. It appears that Skagit and San Juan Counties as well as Camano Island and the Port Townsend area do not appear to be included in the scoping process. I request those areas be added to enable all areas being impacted by the navy's proposal be given the opportunity for adequate evaluation and review. I request the elimination of the test strip near Coupeville. I understand the OLF landing strip was built during World War II when planes were slower and quieter and therefore not appropriate for the testing of newer planes and the addition of added squadrons/flights. I oppose the addition of more squadrons of Growler fighter aircraft to the NASWI fleet. I oppose the addition of Electronic Attack squadrons and additional aircraft to the fleet replacement squadron. Thank you, (b)(6)

(b)(6)

1400

Port Townsend, WA 98368

I understand the need for training and readiness but the use of the Coupeville strip after 9 pm does cause issues for my family, especially during the months when one would like to leave the windows open. I have an eight year old daughter and the noise can cause issues with getting her to bed. The sound tends to carry greatly over the water. Depending on the movement of the aircraft the entire house can shake and the noise inside, with the windows closed can be quite loud. A review of operational hours would be appreciated.

(b)(6)

1401

Oak Harbor, WA 98277

I fully support the EA-18G's & EA-6B's. I have lived in Island county since 2001 and have been working in an office answering phones all day directly under the flight path of Coupeville OLF since 2011. (employed at Island Disposal Inc.)

(b)(6)

1402

CLINTON, WA 98236

wE MADE A COMPLETE SEARCH TO MAKE CERTAIN WE WERE NOT IN A FLIGHT
PATTERN BEFORE PURCHASING OUR HOME.WHAT DO YOU EXPECT WHEN YOU
CAN SEE AN AIRFIELD WITHIN THREE MILES OF YOUR HOME ?

(b)(6)

1403

Oak Harbor, WA 98277

I have lived here for 43 years and fully support the Navy, its mission and the continuance of OLF. I want the Navy to remain on Whidbey Island.

(b)(6)

1404

Oak Harbor, 98277

My family owns a small farm just off of SR 20 and the Navy fly's directly over our home on almost a daily basis. I support the navy and all of its operations. Please continue to use OLF field in Coupeville to keep our pilots trained well and safe. We have purchased and sold several houses here in Oak harbor both in the city and the county and have to say that there has been a airplane noise disclosure in every sale. It has never been a secret. Stay safe and keep flying !!

(b)(6)

1405

Port Townsend, WA 98368

I offer you my unqualified, 100% confidence and support for all of your operations regarding training, practice, defense, and all Navy and armed forces related defense operations. I am grateful for all that you do on my behalf. GO NAVY!!!

(b)(6)

A large rectangular area of the document is redacted with a solid grey fill, obscuring the text underneath.

1406

The current level of noise has increased dramatically in recent years and completely ruins the quality of life here in Port Townsend. Please do not fly over the Quimper Peninsula, or so near, for it destroys the peace of everything. Expansion of flights would definitely cause us to want to move away from here. The flight noise already has been terrible, and not enough people are speaking up about it!

(b)(6)

1407

Port Townsend, WA 98368

The current level of noise has increased dramatically in recent years and completely ruins the quality of life here in Port Townsend. Please do not fly over the Quimper Peninsula, or so near, for it destroys the peace of everything. Expansion of flights would definitely cause us to want to move away from here. The flight noise already has been terrible, and not enough people are speaking up about it!

-----Original Message-----

From: Welding, Mike T CIV NAS Whidbey Is, N01P

Sent: Wednesday, January 15, 2014 5:38 PM

To: Stallings, Sarah CIV NAVFAC Atlantic; lolavera, Patricia R CIV NAVFAC NW, AM; Queen, Jackie M CIV NAVFAC NW, PRW4

Cc: Campbell, Kendall CIV NAVFAC NW, PRW4; Zahm, Cory CIV NAVFAC LANT EV; Meyer, Jennifer S CIV NAVFAC NW, AM; FFC.RECORD; FFC.RECORD

Subject: RE: National Parks Conservation Association

All,

This was submitted to the comment line on Jan. 3.

January 3, 2014

EA-18G EIS Project Manager (Code EV21/SS)

NAVFAC Atlantic

6506 Hampton Blvd.

Norfolk, VA 23508

comments.NASWI@navy.mil

Dear Sir or Madam:

The National Parks Conservation Association (NPCA) appreciates the opportunity to provide scoping comments on the EA-18G Growler Airfield operations at Naval Air Station, Whidbey Island, WA. NPCA represents more than 800,000 members and supporters and is concerned with potential negative impacts this project may present to Ebey's Landing National Historical Reserve.

Ebey's Landing National Historic Reserve (the Reserve) is a 24,000-acre national park of environmental, cultural, and historical significance located on Whidbey Island. The Reserve protects the agricultural and cultural traditions of Ebey's Landing - both native and Euro-American - while offering spectacular opportunities for recreation. NPCA believes the following issues deserve a detailed analysis in the Environmental Impact Statement (EIS) being developed for this project:

. Wildlife - 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 exercises. The wildlife species and migratory birds in this area may be negatively impacted by the noise and air pollution caused by these operations. The impacts to migratory birds and other wildlife from these operations should be closely analyzed in the EIS.

. Visitor Use and Enjoyment - Many visitors to the Reserve enjoy the peace, tranquility, and silence this area provides. 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. The potential negative impacts to the use and enjoyment of the Reserve should be considered carefully in the EIS.

. Public and National Park Service (NPS) Employee Safety - These training exercises, particularly those at the Outlying Landing Field (OLF), occur within a populated area and present accident and health hazards to the public and park service employees. The OLF runway may lack proper clearances for safe take offs and landings and should be considered for closing. Furthermore, some 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. Finally, the EIS should analyze 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 health effects of exposure to toxic jet aircraft pollution. These potential dangers to the public and NPS employees should be closely analyzed in the EIS.

. Economics - 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. A cost/benefit analysis should be completed in the EIS.

. Air Pollution and Climate Change - NPCA is concerned with the negative impacts to the air and climate potentially caused by this project. Pollution from jet aircraft may have an impact on the visibility and air quality of the Reserve and release tons of harmful greenhouse gases that will contribute to climate disruption. An analysis of these potential impacts must be completed.

In conclusion, a detailed analysis of the impacts to wildlife, visitors, public safety, economics, and air quality must be completed in the EIS. Finally, 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. Closure should be a viable alternative considered in the EIS.

Thank you for considering these comments and we look forward to reviewing the Draft EIS.

Sincerely,

David G. Graves

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(b)(6)

1409

Port Townsend, WA 98368

I have been disturbed many a night by the sound of planes roaring over and the house shaking. From the information on your site it appears that we are not on the direct flight path but it is very, very loud. When looking for a home we decided against Whidbey due to the proximity to the flight path. Initially, Port Townsend was quiet but in recent years the flights have shifted and the noise has become very noticeable especially in the middle of the night. Port Townsend is definitely impacted.

(b)(6)

1410

Coupeville, WA 98239

I bought and built my home in 2006 right in the path of jets decent onto OLF. Yes, jet noise is loud, but necessary. My complaint is I feel the few years, especially 2013, the number of flights were significantly more than I was told about. Last year I felt like we were being attacked. If the Navy had kept their flights to 6100 a year, I personally don't think this jet issue would have come up. Keep it at 6100.

(b)(6)

1411

Port Townsend, WA 98368

Perhaps you could use simulators. I don't like the noise & fumes.

Lopez Island, WA 98261

I have lived on Lopez since 1987, and my home is in the Aleck Bay area. I understand we are neighbors and always will be, so I hope we can treat each other respectfully, since we both have jobs and lives to lead. My concern is for what seem like unnecessarily frequent and loud overflights over my home. On those days when your ops are directly overhead sometimes the noise is so loud it is physically painful, even when I plug my ears. My windows rattle. My animals are frightened. All activity has to cease, even inside the house, over and over, as the flights come by for hours. The native wild animals in this area are affected too: for example, when I am out kayaking, harbor seals nearby will descend and stay underwater when a noisy flight goes by, waiting to emerge until the noise lessens. While I respect your need to train pilots, I ask that you respect my need for a life undamaged by extreme noise levels. Likely, there is a way you can plan your flights so they don't go directly over land here, especially when you are "flying dirty". There is a great deal of water area to the south of the San Juans that could be used for these operations just as well, with a little creative planning. I am particularly concerned right now because I understand you are planning to increase the number of overflights here. It's bad enough now - I am fearful of what this would do in further damaging our lifestyle and health here at the south end. Please reconsider your future flight op plans in a way that takes into account the very real negative effects on your near neighbors on Lopez Island.

(b)(6)

1413

FREELAND, WA 98249

THE US NAVY NEEDS TO REMAIN ON WHIDBEY ISLAND. THE NAVY HAS BEEN CARRYING ON OPERATIONS LONG BEFORE THE PEOPLE BEHIND THIS PREPOSTEROUS MOVEMENT. THEY CAN MOVE IF THEY ARE UNHAPPY.

(b)(6)

1414

Port Townsend, WA 98368

I can understand the need to upgrade to newer aircraft, but I am opposed to increasing the size of the squadrons and the number of personnel. This is a rural area and the addition of thousands of additional personnel and more training flights will negatively impact the nature of the community. The noise of the current operation is already a considerable problem for our community. As a citizen and tax payer I prefer to reduce, not increase money spent on the military. Please consider upgrading the aircraft but reduce noise and personnel. Thank you for your consideration.

(b)(6)

1415

Oak Harbor, WA 98277

Having served almost 9 years in the U.S. Navy and then purposely moving to Whidbey Island because the Navy was here, I want to say thank you for all they do to keep us safe and free. Yes, there is some noise that is created as a result of their air operations, but most is not all of the folks complaining about it, were fully aware of the potential and either did not do their due diligence or are looking to have their cake and eat it too!! I lived in Dugualla Bay Hts. for 6 years right in the approach and even though there were a few sleepless nights during the summer when they needed to get night ops in, I had just as many if not more when I was on active duty. My guess is that the folks serving over in Afghanistan right now aren't sleeping perfectly and maybe the folks that don't appreciate our military should go over there and see if they like it better. Thank you to all our military personnel and our armed forces that serve our country so these people can be free to complain!!

(b)(6)

1416

OAK HARBOR, WA 98277

Having had my Grand Opening and official ribbon cutting yesterday (thanks to the Oak Harbor Chamber), I appreciate being part of a community which works hand in hand with the military. How important is this involvement? I would not be in business if it weren't for the support of the military families and personnel. Thank you for being such an important entity.

(b)(6)

1417

Coupeville, WA 98239

I fully support the EA-18G program and expanded operations at NAS Whidbey and OLF Coupeville. The Navy presence is vital to the economic existence of not only Whidbey Island but the communities surrounding it. While they may not be a locally supportive of this base they too benefit immensely from the Navy expenditures and payroll. While there is a very small vocal minority that would like to see the Navy go away, they are not to be considered as the voice of this community and Whidbey Island. Go Navy and Go Growlers!

(b)(6)

1418

Oak Harbor, WA 98277

Absolutely support EA-18G operations at OLF Coupeville and at NAS Whidbey Island.

(b)(6)

1419

Sequim, WA 09392

Please stop! The practice is worse than sonic booms. Like a train going by, things rattle and I lost a cup off a shelf. today, 10 - 11 and 4-5, BAD.

(b)(6)

1420

Coupeville, 98239

Keep America Safe. When I see the jets in the air I know you are THERE. Practice makes perfect, keep it up Ladies and Gentlemen. Thanks for your service! (b)(6)

(b)(6)

1421

Oak Harbor, WA 98277

I am in support of keeping the out field in Coupeville, WA. I fully support the military and feel that the touch and goes that occur at the area are vital to the safety of our military. I have been on the USS Abraham Lincoln when the aircraft were landing and taking off and could easily see the need for practice for touch downs, but also touch downs on a moving ship. I feel that these people who are complaining are a few people, and do not believe that there is any harm to anything including the people that live in that area. As a former Navy spouse for 21 years out of 21 years, and most of the time lived near or on an airplane base, I have not lost my hearing, my children were not damaged, nor any animal that I have owned. The safety of this country is more vital than a few people who are not being honest just to get what they want. Please do not allow them to succeed. Our men need this field for touch and goes, and I am asking the military to not allow the voices of a few over ride the importance of the safety of our military. It is the sound of freedom, so either love this freedom or get out of the country, or in their case, move. Sincerely, (b)(6)

(b)(6)

Oak Harbor, WA 98277

Dear Sirs: I live near the Whidbey Island Naval Air Station. We have an unobstructed view of Crescent Harbor, the old Seaplane Base, Oak Harbor, Penn Cove, Saratoga Passage, and the Olympic Mountains. Every time I see a Navy Jet, or the other beautiful Navy aircraft fly over my house - I am simply thrilled to see them, & filled with pride & patriotism. The Navy Base, the personnel, and their families are the best neighbors anyone could ask for! We have several retired Navy pilots who live on our street. Our entire community benefits from the Navy presence on beautiful Whidbey Island. I just want to say Thank You! For your service to our Nation & for protecting our homeland! You make me so proud to be an American! Jet Noise - "it's the sound of FREEDOM!" It is always brief and I consider it a Very Small price to pay for being able to watch the magnificent jets in the skies over Whidbey Island. Some days I think - wow - this is almost like seeing the Blue Angels at Seafair! There is no serious harm done to residents, animals, or wildlife by the air traffic!!! We see bald eagles every day around here - year 'round! They are NOT intimidated by any jet noise! Nor are the thousands of migratory birds, Snow Geese, Snowy Owls, and Siberian Trumpeter Swan that visit the farms surrounding Whidbey NAS each winter. In fact, the Swan have been hanging out for many weeks now - right under the final approach to the runways. I've been watching this for decades! They don't seem to mind the low flying EA6B's, huge transport Jets, helicopters, or Growlers - at all. I challenge anyone who claims the Whidbey NAS Jet Noise imposes a substantial & negative environmental impact on our region. It's just not so. As a life long boater in this area, I am far more concerned about 'real & serious harm' and negative impact on our endangered marine life -from pollution and shipping traffic in the Straits of Juan de Fuca and Puget Sound! We love our Navy friends & neighbors. One last comment: Today, Captain Nortier, from Whidbey NAS, spoke to a sold out Chamber of Commerce luncheon in Oak Harbor. His presentation on the 'State of the Station' was informative, interesting, inspiring, and very well done. What a fine spokesperson & representative for Whidbey NAS! One of the best programs of the year. God Speed Whidbey NAS! (b)(6)

(b)(6)

1423

Oak Harbor, WA 98277

My husband and I have owned Oak Harbor Motors for the past 35 years and certainly have appreciated the support we have received from the Navy and all it's personnel. They have been a huge part of many businesses' successes in our community. We totally support the Navy and their need to train their pilots on the island. We understand the importance of using all of their training facilities.

(b)(6)

1424

Port Townsend, WA 98368

Please respect the citizens and their rights to be able to live a peaceful life without the thunderous noise of the Growlers. My family has been affected for the last 13 years. Please don't add more jets that will cause more anxiety. My dog is on meds because of this intrusion. All my neighbors without hearing loss would thank you.

(b)(6)

1425

Lopez Island, WA 98261

First and foremost, I want to thank all you men and women in uniform for your service! Secondly, I must say that noise from your practice maneuvers is a small price for us civilians to pay for our freedom. I live close to the airport on Lopez Island and I do hear your noise. On occasion it makes me wonder if it's an earthquake rumble. It never lasts long, and I use that time to think about how blessed I am to live here and to have the Whidbey Island Naval Base close by to keep us safe. Those people who complain about the noise need to quit thinking of themselves and think of their freedom instead! God bless you all. Keep up the good work!!!

(b)(6)

1426

Langley, WA 98260

I fully support the US Navy in the use of OLF Coupeville, to provide critical training to our air crews. The field and use was established long before these few people moved here.

(b)(6)

1427

Oak Harbor, WA 98277

Oak Harbor Christian School has been a part of the Oak Harbor Community for 75 years. The relationship with NAS Whidbey has been extremely positive because of the families that reside here and have chosen to send their children to our school. Over the years we've seen roughly a large percentage of our student body belong to a military family or have some employment with the base. This percentage has increased to nearly 70%. Due to the struggling economy, the impact of the changes to healthcare and the increased expenses to the average American family, our enrollment has declined. The encouraging news of the increased military presence on Whidbey will hopefully bring more students to our school and increase our enrollment numbers. We are mindful of the noise the Growlers create. But we are proud of NAS Whidbey's presence! We are proud of our military personnel and their families. We need them here for our survival as a school community. We strongly support the strength and growth of NAS Whidbey.

(b)(6)

1428

Oak Harbor, WA 98277

I'm a retired Navy person living on Whidbey Island, and I support the Navy's deployment of additional squadrons to NAS Whidbey. Yes, the noise can be a nuisance at times. Which is why I chose to live in an area that's not directly under the flight path. I, like everyone else here in the last 20+ years, signed a noise disclosure statement when I bought my property, and the last one. I don't think that people who chose to buy property in the immediate vicinity of landing operations, which was cheaper for that very reason, have a valid claim that the noise has depressed their property value or has negatively impacted their quality of life. They made that choice when they chose, of their own free will, to live in a high noise zone. As was discovered from more than one BRAC study, closure of NAS Whidbey would severely depress the Whidbey Island economy. It follows then, that even reducing operations would have a negative effect. I am therefore highly in favor of Naval Operations on Whidbey Island.

(b)(6)

Lopez, WA 98261

1429

I fully support the training operations being conducted by the EA-18G squadrons. The noise is a small price to pay for precious freedom. Please continue to sharpen your skills safely!

(b)(6)

1430

Bow, WA 98232

We need the most possible pilot training at Whidbey NAS including the OLF. I am 100% in favor of the increased use of these airfields. The Whidbey jets routinely fly over my family's property near Whidbey NAS and we all truly enjoy the sound of freedom, day and night!!

(b)(6)

Langley, WA 98260

1431

Practice landings and take-offs at the OLF are a blight on central Whidbey Island and should be stopped.

(b)(6)

1432

Lopez Island, WA 98261

Dear Sirs, I have lived on Lopez Island for 38 years and I have never seen any environment impact from Whidbey Naval operations where I live. In fact, I was outside yesterday when the Growlers went over and there were 3 deer in the back pasture and not a one even raised their heads to notice the noise. As far as impact on humans, the engine noise is for such a brief period of time and I find it hard to believe that free Americans can't endure a little bit of noise that keeps our pilots proficient and well trained as they fly their local missions over our area. If all we ever have to worry about is a little noise, then we are indeed a blessed nation! Thank you for your service! Best regards,
Verna Walker

(b)(6)

1433

Anacortes, WA 98221

I do not have a problem with more planes. I have a very serious concern about the hours of the day they fly. Especially in the summer time, and currently, it has not been unusual for planes to fly over as late as 11 or 12, and once this past summer there was one at 1 a.m. I understand they need to practice at night but more often than not, they don't even start until 10 when it gets dark earlier. And they certainly don't need to put on their after burners at late hours. You must find a way to accomplish your important mission while still respecting the residents of Anacortes. And the loud noise of flying late and low is most difficult if not impossible to sleep and then have to get up the next day and function. We civilians have not been trained to sleep through loud noise like the Navy has. All I ask is a little consideration.

Langley, WA 98260

When I first moved here to Whidbey Island and heard the low flying jet noise I was at the Coupeville Dump. I absolutely could not believe what was going on !! The noise was earth shaking and terrorizing ! Frankly I thought to myself this can't be legal, safe or healthy so why is this happening! Since that experience I have had some other encounters with the jet noise. I remember once when I was driving with my daughter and grandchildren up to Oak Harbor and was right across from the touchdown field. Firstly, I felt this vibration in my body and then as I started to freak out I heard the huge roar noise with all the windows closed ! I feel lucky that I was able to keep my car on the road because as I looked up to see what the heck was going on my car swerved and for an instant I lost control. My daughter and I have traveled this stretch of highway for 4 years now because we take the kids to swim lessons at Fort Casey during the summer. We have stopped along with many other gawkers to watch the touchdowns because it is rather spectacular ! But seriously, it is a hazard and a half! I have seen as many as 8 cars parked on the shoulder, people out with their cameras and such. This is not good. It is an attractive nuisance for people on the state highway and potentially an accident waiting to happen. We live in the Bayview area of South Whidbey and often hear the disturbing noise of what I believe to be in jet fighter noise. Boeing is a lot closer and even with all the test flights their noise does not compare to the disturbing noise we hear from the north of us. How can the residents who live closer to the noise maintain their health and equilibrium?

(b)(6)

1435

Lopez Island, WA 98261

I look across beautiful MacKaye Harbor on southern Lopez Island this morning and listen to the navy jets overhead practicing maneuvers. I pray that we change our national focus from one of aggressive defense to offense against world hunger and waste, toward peace for all humanity through deep understanding and compassion. This is my prayer and wish for all of us, soldier and citizen alike.

Port Townsend, WA 98368

I am a resident of Port Townsend, WA and I am writing to express my concerns regarding the proposed operations expansion on Whidbey Island in Washington State. In spring and summer of 2013 I became aware of greatly increased sounds of planes landing and taking off. I thought that SeaTac, Seattle's international airport, had changed its flight patterns. Later I discovered that the noise was being generated from the the Naval Base on Whidbey Island. One of the most upsetting aspects during that time was that the flight sounds never entirely went away: as the sound of a plane coming or going would begin to fade out another loud sound of take off or landing would start up. It was very distressing. One of the reasons I moved to Port Townsend is that our previous home was in the flight pattern of a major airport and I found the ongoing noise to be very stressful. When I chose my property in Port Townsend many years ago, if I had had realized then that the Navy would be flying over my home some day, I would have located elsewhere. I am asking the Navy to take the concerns of its neighbors very seriously and come up with a better location plan for this training. I believe it would be more appropriately located on naval property in a less densely populated area where there are no nearby neighbors.

(b)(6)

1437

lopez island, WA 98261

Try to stay over low populated areas, but if need be let her rip. We have no objection to fly overs that are necessary for safety and training. I personally like to hear an afterburner blast over my house once in a while.

(b)(6)

Oak Harbor, WA 98277

We are in total support of Whidbey NAS's mission here. We understand that training at OLF and Ault Field is a necessary part of keeping our flight crews safe. We appreciate their service and the sacrifices they make. A large majority of the residents here feel the same way. Thank you.

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Lopez Is., WA 98261

Central Whidbey Island and Lopez Island are suffering from effects of the U.S. Navy EA-18 Growlers. Since their arrival here in the heart of Ebey's Landing National Historical Reserve, the sound of freedom has become the sound of ringing in the ears long after the aircraft have stopped flying for the day. The growlers fly over central Whidbey in 'closed loop patterns' around the OLF near Coupeville at an altitude of roughly 300 feet and a speed in excess of 250 knots. These flights constitute training for pilots either learning to or practicing proficiency for landing on aircraft carriers. This training often occurs at night. Sometimes well after midnight. These aircraft produce noise levels in excess of 130 decibels at certain points along their paths and at frequencies that literally have made residents in their wake sick to their stomach. The sound is torturous. Equally disturbing is the sound over Lopez Island, where I live. The high decibel level of noise goes on well past midnight, sometimes continuously throughout the day. The house windows rattle. My dog has on occasion, when we are walking on our dirt road, the dog will crouch down low as if to duck and look up towards the sky. Sometimes I have felt like doing the same. I have to drop the leash and cover my ears. In the house I cannot hear the radio, at the sound level I am used to. I can feel the Growler fly-overs in my body. Ringing in my ears is becoming 'normal.' The flight patterns take the Growlers over the school in the center portion of Lopez Island. This is becoming too frequent and 'normal' for the children. For me living near the water, the sounds seem even more magnified. I am concerned also with the fuel being dumped in the Bay before landing. There are evenings in the past few weeks where I and my neighbors have noticed a particularly disturbing odor and I am wondering if this has anything to do with the Growlers' fuel. In addition to the noise, the Navy has decided more than 65 years after the creation of OLF Coupeville, thru WWII, the Korean conflict, Vietnam, 9/11, Afghanistan, and Iraq that it finally needs a gated concrete and steel cable barrier to surround the entire property. The OLF sits at the southern entrance to Ebey's Landing National Historical Reserve. Without communication with the Trust Board of Ebey's, the National Park Service or any local entity they simply decided to install this eyesore without consideration for the local community or the hundreds of thousands of tourists who visit Ebey's every year. It is disgraceful! Please help us get the navy to move the EA-18 growlers to a location away from living things. While we are very aware as citizens of the area what the noise is doing to us, we can only imagine the damage being caused to the protected avian species that inhabit the reserve, the many species of waterfowl and migratory birds that use the rich agricultural area and the beaches as resting points along their paths, and other living things and historical structures that make Ebey's the only National Historical Reserve in the country. I cannot believe, as we fully enter the 21st century in the greatest country in the world' that it is necessary to torture the citizens of central Whidbey Island and Lopez Island to accomplish the Navy's mission. There are communities in other areas of the country that would welcome these aircraft, communities that do not have citizens sleeping in crash zones less than a mile from the runways. Please help the Navy find safer, more suitable places to train these good men and women. They deserve better than an outdated OLF to learn their craft. And the taxpayers and citizens who live within the scope of their 'closed loop patterns' deserve the pursuit of happiness awarded under

the constitution. Thank you for your consideration, I look forward hearing from you.
sincerely, (b)(6)

(b)(6)

1440

coupeville, WA 98239

I am in favor of the jets, and am a longtime Coupeville resident. If I have to listen to the jets shake the dishes in my cupboards a few times a week in order for the other 300M US citizens to be safe, I gladly make that sacrifice. In the summer I often look up at the underside of an AE6, and thank God we have them. I want those pilots' skills current, that is what is best for everyone living on this island and beyond. It is what's best even for Monson and the whiners. (b)(6)

(b)(6)

1441

Coupeville, WA 98239

The jets fly over our house when on the East of OLF pattern. I want the Navy to continue our "Sound of Freedom" and the noise has never bothered me or my hearing. GO NAVY!

(b)(6)

1442

Oak Harbor, WA 98277

1.) The noise from the GROWLER jets is maddening at times. They are much bigger and louder than before. I can't spend time outside, can't speak to my neighbors, can't garden while they are flying. They are disturbing the peace- a basic freedom we must be allowed to enjoy. Publish a schedule so I can plan my activities around the Navy. Tell me when my peace will be disturbed so I can make arrangements to stay away from my home. 2.) Do we need so many P3 squadrons and jets? Where are all the enemy submarines? The cold war is over. Sell them/send them to Japan. I am a former Navy brat and love you all. Please understand how this noise is negatively affecting the community and work toward a solution we can all live with.

(b)(6)

1443

Coupeville, WA 98239

We would like to see a happy Compromise for this OLF problem on Whidbey! We live just outside the the flight path limits but we are affected loud & clear! Our house was here long before planes were a reality or the NAS was established on Whidbey! We support the Sound of Freedom but we would insist on Naval Accountability. Do the EIS! Are there harmful fallout affects to people & the environment? Stick to the agreed number of flights per year, schedule & the agreed upon flight path! In summary: we support the OLF but with ACCOUNTABILITY! (b)(6)

Lopez Island, WA 98261

The low rumble from the jets warming up on the runway sounds like thunder until I realize the sun is out. It frightens my dogs. I hear this noise from inside my house on the NorthWest side of Lopez Island day after day. It is louder if I am outside or in the village and downright obnoxious if I am hiking at Spencer's Spit State Park. Then there are the jets flying overhead. We moved from Whidbey to North Lopez to get out of this noise. We are out of the flight patterns shown on your website and yet many times a week or month I SEE jets flying overhead. At these times the noise is beyond annoying. For example midday January 14 I was walking at Spencer Spit when a jet came from the west over Lopez, banked over Decater Island, headed north over Blakley Island before heading south over Anacortes. Shortly after that we heard and saw a large transport plane over Decater and after that heard the familiar loud rumble of jets on the runway. If this constant noise is disturbing to humans and domestic animals what effect is it having on the precious wildlife and tourism in the Northwest? In March 2013 the San Juan Islands were designated a National Monument "to maintain & PROTECT their historical and cultural significance and enhance their unique and varied natural and scientific resources for the benefit of all Americans". Jet noise at the current level seems to me to be incongruous to this goal!

(b)(6)

1445

Eastsound , WA 98245

Growlers should not be sited within hearing distance of living things. When I am outside on my property on Orcas Island and a Growler growls, I freeze in trepidation and can do nothing until the ominous overpowering roaring stops. Neither can my dogs which suggests how it makes wild animals feel. It will destroy property values in the San Juans. Our life saving and retirement is tied up in our property. If you want to train Australian pilots, go to the middle of Australia where nothing lives not the middle of a dense population area like the western edge of the PacNW. Unbelievably stupid to even consider. When the Navy starts getting sued for generalized anxiety disorder from noise pollution complications, it will have wished it wasn't so foolish. There are a lot of wealthy people here with multi-million dollar estates who did not pay to have the Navy unilaterally wipe out their quality of life.

(b)(6)

1446

Oak Harbor, WA 98277

As the wife of a retired Naval Officer, I do not agree with the members of COER. We have lived on both sides of the island on North Whidbey. In both cases we signed paperwork stating that we were in the least affected zones. Over the years this has changed, especially since the Base has ceased using the OLF and transferred training flights to a higher density population area. Regardless of the added noise, I am not among those who would like the OLF to close, or those who would go even further and have NASWI close down. Having seen aircraft being recovered during a Dependents Cruise on board the USS Midway in 1983, it is obvious that the people who fly these aircraft need all the training they can get. Landing on an aircraft carrier in good conditions is highly dangerous, bad weather and not enough training is a recipe for disaster. Closing the OLF would affect them, closing NASWI would be a death knell for North Whidbey, if not the entire Island.

Coupeville, WA 98239

These were the recommendations from the last AICUZ study. They have not been followed. Recommendations The following recommendations promote continued compatible development and prevent incompatible development and potential encroachment resulting from changes in land use controls/zoning regulations.1. Maintain a Community Plans and Liaison Officer (CP&LO) in the continued implementation of the AICUZ program at NAS Whidbey Island.2. Communication with this individual is totally ineffective. When informed an illegal noise disclosure was in use by area reators, Jennifer Meyers (and Michael Welding) ignored the information. They give conflicting information about how high planes fly over all of the homes in the crash zones. Continue the extensive public awareness and intergovernmental coordination and cooperation in AICUZ implementation with local, regional, and state government agencies.3. The Navy has made no effort to fix what is broken – no noise disclosure (actually supporting and recommending the illegal noise disclosure currently in use which was written for builders, but inadequate even for them). If the Navy wants APS zones, the Navy would get them. This community would do anything for the Navy. But the Navy and community has been used to ignoring anyone that is not pro-navy, which has been taken to the extreme because it has been assumed people were informed of jet noise when buying. See www.disclosuredeception.wordpress.com for how it came to be that realtors use an illegal form and the Navy has ignored it. Seek the update of current local planning and zoning ordinances to reflect compatible land use related to APZs outlined in this study.4. No APZ zones around the OLF Coupeville. Houses are still being built there. How can the Navy ignore this? Support maintaining aircraft noise related compatible land use and zoning provisions, reflected in current local government land use and zoning provisions and contours, as currently enacted by Island County and the City of Oak Harbor.5. There are no compatable land use and zoning provisions that protect buyers. The noise disclosed by the legal noise disclosure is 100+ The noise is actually 134+ This is nine times louder. Seek implementation of AICUZ land use compatibility recommendations with the Town of Coupeville. They use an illegal disclosure form in Oak Harbor. Why not start with a legal form there?

(b)(6)

1448

Freeland, WA 98249

As the owner and chief engineer of Sound Trap Studios located on Whidbey Island I cringe every time I have to tell a client we must stop work due to the sound of jet engines. There's no way for me to predict or schedule my clients around this problem. If for example I knew that I could not book clients on Thursdays, fair enough I would take that day off. But as it is there's no way to predict when I might have to stop the clock (lose income)-and have to reschedule in hopes that it won't happen again. All of which can be very time consuming along with being a productivity deficit. Furthermore as an aside. As a videographer it can become even more challenging when working outside of the studio or on location. Particularly when working on nature documentaries insofar as attempting to capture the natural sounds of this beautiful place in which we live. Filming wildlife without it's natural sound more or less defeats the purpose.

(b)(6)

Langley, WA 98260-9555

1449

I love the noise, I love the noise and I love the jets! :)

(b)(6)

1450

Langley, WA 98260

The increasing noise from the Growlers is detrimental to the well-being of humans and wildlife on Whidbey Island. If continued, It will have an adverse effect on health, happiness and real estate values. The environmental impact at Ebey's Landing will be especially harmful, considering OLF borders this reserve, which is an important wildlife and migratory bird habitat. Please reconsider these flights from OLF. Thank you.

Sincerely, (b)(6) Langley 98260

(b)(6)

1451

Lopez Island, WA 98261

This region is literally being degraded by the noise and I suspect by pollution from jet exhaust. These jets are creating a real threat to our well being and our way of life. I realize that the Navy is just doing their job and it's up to our legislators to bring balance back into this equation. We need your help. Perhaps if you or your staff spent a night or days experiencing what we experience when the jets are flying, some solutions might appear. I'm sure we could arrange some accommodations. EA-18G's do not belong in this area. There are too many people and the values of peace, quiet, and taking care of the environment (which support the economy and quality of life here) are threatened. This jet is not compatible with what is going on in our region with land use, tourism, recreation and economy based on natural values. The EA-18G is creating the feeling of living in a war zone. My husband and I literally have to stop speaking to each other until the jet has passed for we cannot hear each other while it is overhead. Twice a year the jets have actually rattled the house. PLEASE DO SOMETHING ABOUT THIS INTRUSION OF WAR IN OUR PEACE LOVING ISLAND LIFE> Sincerely, (b)(6)

(b)(6)

1452

Oak Harbor, WA 98277

I am the senior member of a four-person law firm in Oak Harbor, Washington which has provided legal services to the United States Navy personnel stationed at NAS Whidbey Island for in excess of 40 years. I am also very much involved with the economics of the Oak Harbor community since I own a business which provides homes to Navy personnel who desire to purchase a home in the Oak Harbor community. The vast majority of the approximate 30,000 to 40,000 people who live on the north end of Whidbey Island support the Navy's activities with regard to the proposed introduction of two additional expeditionary VAQ squadrons and the addition of aircraft to the Fleet Replacement Squadron. With regard to this particular EIS situation, there is always a vocal minority who opposes anything in America where an EIS is necessary. The minority is entitled to their opinions, however, they still remain the minority. It is my opinion that the majority of North Whidbey Island residents support the Navy's continuing use of Coupeville OLF.

(b)(6)

1453

lopez island, WA 98261

Reduce the number of flights don't increase them.

(b)(6)

Seattle, WA 98125

1454

I eat food produced on the islands - is residue of jet fuel present in the soil, water, air, or plants?

(b)(6)

1455

Sequim, WA 98382

I recommend that the Navy create a map charting noise complaints stemming from Growler Airfield Operations. On this map please place a dot for my residence at (b)(6) Sequim WA. I hear sustained loud rumbling coming from the northeast (the direction of Whidbey Naval Air Station). At times this rumbling causes the windows of my house to vibrate. The rumbling can be heard in my house with the windows closed. The rumbling began in the fall/winter of 2013. I understand people in other localities also have similar noise complaints. After the Navy compiles the map of the "noise complaint zone", I request that the EIS require the Navy to mitigate these unsettling sounds. (b)(6)

(b)(6)

(b)(6)

1456

Lopez Island, WA 98361

The noise from Whidbey Island Naval Air Station has become unbearable. One day this summer, I took the ferry over to Anacortes and when one of their planes went over head, the people on the treat raced to the nearest door to get off of the street and one child simply started to scream and cry while covering his ears. "Recent research has linked academic and development delays to chronic noise from nearby flight paths, railways and highways. Children who live near transportation noise are more likely to test poorly for language and cognitive skills and have lower reading scores, according to a review of studies conducted by the World Health Organization."

(b)(6)

1457

Port Townsend, WA 98368

My husband and I second comments made by (b)(6) (also of Pt Townsend) about the dramatic increase in flight noise in our town... a change detrimental to both residents and visitors who think they can enjoy vacations in a quiet Victorian town.

Friday Harbor, WA 98250

My family and I live on the South end of San Juan Island. I have lived on the Island for 64 years. I am very familiar with aircraft as my family built and maintained the first airport and airline on San Juan. As operators of aircraft, both private and commercial, we were subject to the noise abatement rules and strictly followed those rules for the benefit of our Island neighbors. Flying straight out from the end of the runway and not turning until reaching altitude to avoid unacceptable noise levels was the normal operation of aircraft from Friday Harbor Airport. Now, with the Navy bringing in the Growlers on Whidbey, we (the citizens of San Juan County) have been subjected to noise many times over that of the average private or commercial aircraft. Many times a day and evening the quiet, peaceful atmosphere of our Island is literally shattered by thunderous noise such that shakes our homes. It's not just a matter of inconvenience...it's a matter of our entire environment being changed. If this is allowed to continue, the noise levels will change our entire way of life and not allow us to live in the environment we chose to live in. Nature, quite beauty, peaceful surroundings: these are what the San Juans have always been known for. As I write this, the noise from the Growlers is rumbling my house. Where is our noise abatement? Will the Navy buy our homes when our environment becomes so polluted with noise that we can no longer find anyone willing to live here? The impact on our environment from the Growlers is totally unacceptable.

(b)(6)

1459

Eastsound, WA 98245

Though I support the need for training in the military, I have found the change in noise level to be unacceptable. The low rumble that I hear and feel on the north west corner of Orcas Island is frightening and disturbing. Its frequency and volume has grown to the point where I feel it necessary to voice a complaint, and ask that my comment be sent forward to those assessing the environmental impact of this project. Sincerely, (b)(6)

lopez island, WA 98261

What an amazingly beautiful day it is today - Jan 19th. Maybe I'm so happy because of the SeaHawk win, but the beautiful environment is what makes it so special for me. The sunshine, the views of the Olympics, our long walk at Iceberg Point part of the San Juan Islands National Monument, the calm winds, the sound of the waves lapping against the shore - what a blessing. I kept wondering today why it felt so special. I realized why around 4:30pm when the Navy jet noise started up again. We had had a day without jet noise! What a significant impact that had on our well being. It wasn't until the noise started again that I could understand why I was so re-freshed by the day - I had not been subjected to the jet noise! It really does make a difference in the life we experience. The EIS needs to consider not only the impact to those of us on Lopez Island but also as to the San Juan Islands National Monument and the San Juan Islands National Wildlife Refuges. People (residents and visitors) and animals are definitely impacted by the Navy jet noise. The physical and economic impact needs to be considered, and in more than an 'average' sort of way that seems to be the tactic taken by the Navy. The San Juan Islands economy depends upon tourism. Tourists at the San Juan Islands National Monument do not want to be subjected to so much jet noise. Some is okay. We aren't anti-Navy. But there are more appropriate places for the Navy to locate planes and practice areas. These areas needs to be considered as part of the EIS. thank you May you too have the opportunity to experience a day like today - the water, the mountains, the quiet. It does so much to nourish ones soul. This is humanity in respect with nature, not the huge thunder roar of jets - this isn't the place for that noise.

(b)(6)

San Juan, WA 00926

1461

I dont hear no planes makin any growling noises. These fools be crazy loco. Boriqua!

(b)(6)

1462

Nordland, WA 98358

I love the sound of FREEDOM. Many in our community are all for the training of the Growlers and Prowlers at the outlying air field. Do what you people have to do to be ready, just in case.

(b)(6)

1463

Chimacum, WA 98325

I live south of Port Townsend and work within the city. I am thrilled at the sight of these jets as they practice at Coupeville and hope to see the Navy using this resource for many years to come. I am not disturbed by the noise generated by the occasionally-used OLF. From across Admiralty Inlet; even at Fort Worden State Park directly across from Coupeville, the noise is much quieter than most street traffic. The ability to practice safely is a necessity for our military. Americans are undermining our ability to defend ourselves and our freedom by moving into areas with a historically significant armed forces presence and pushing the military out. I am strongly in favor of continuing support, and increased support in coming years, for all EA-18G crews, and all personnel stationed at NASWI.

I am strongly opposed to the proposed expansion of Growler activities. Having previously lived in Forks and endured numerous daily, exceedingly loud Navy training flights over my home, I know how upsetting the noise can be, to humans and pets alike. The vibrations frequently rattled the windows of my home and disrupted outdoor activities. I support the U.S. military and appreciate the desire for preparedness; however, this MUST be balanced against the public good. I have seen no compelling reason for expansion of Growler operations, and I know personally of compelling reasons against it. I hope the U. S. Navy will give genuine, serious consideration to the adverse impact of its activities on the lives of the very citizens it purports to protect.

(b)(6)

1465

Sequim, WA 98382

I live in the Diamond Point community on the Miller Peninsula, between Discovery Bay and Sequim Bay. My home is about 250 ft. elevation, and we have a clear look at Whidbey and the Juan de Fuca Straits. We do hear the roar of the jets as we have for years. Yes it is loud at times when the atmosphere is right. The jet roar has no affect on my house, my mind, stuff does not fall off the shelves and the local pets and deer herds exhibit no signs of stress. All of my neighbors consider this jet roar as the sound of our troops being prepared to defend our country. Whidbey NAS has been in existence for some 72 years. All of the residents on Whidbey, Olympic Peninsula and San Juan Islands made a choice to live in the same area a WNAS. Are the jets louder now. I hope so as this means we have available the technology to allow our troops to defend our country.

lopez, WA 98261

As I write this comment, I've heard jet noise outside my house on a walk across the Bay Shore Road causeway and within my house, intermittently, about every 15 minutes, since 8:05 this morning, I request the you gather more data about the jet plane noise in San Juan County as follows: 1. Produce a map with locations of EA-18G's plane noise as reported to Navy by persons in SJC from to 2004 - 2014. 2. Produce a map identifying flight path and time of each EA-18G jet plane in SJC. Use stationary high definition films, shot from high, for example Mt Constitution. Use a 16-foot cine stand – basically a large tripod on Mt Constitution. The film would sample at 15-second intervals for a total of 10,000 observation periods. Coders identify time and flight path. 3. Estimate CO2 (carbon dioxide) emitted from EA-18G planes. Determine the amount of CO2 emitted from jet planes taking off and landing from Whidbey Island Air Base. It's likely, in the future, that jurisdictions will annually measure their CO2. Financial incentives may be given to jurisdictions that effectively reduce their emissions. Jurisdictions such as Seattle and King County have begun to put together a total output of CO2. Though the Navy base is not technically within Oak Harbor, their CO2 output will be associated with Oak Harbor's total amount. Hence Oak Harbor may not be able to take advantage of incentives. 4. Estimate loss to SJC tourist economy due to EA-18G jet plane noise. I am a small business owner and figure that, along with earning income through vacation rentals at my Lopez house, that in 2014 my guests spent about \$5,000 in SJC, mostly on Lopez Island. My guests come for rural tranquility and serenity and the slow pace of life on Lopez - from mostly urban areas in the United States and Canada. Surely, these guests will go elsewhere to vacation due to ubiquitous and almost daily noise from planes. Once the negative environmental noise pollution is reported by the national and local journalists, called out by travel writers, our local economy will suffer, with even more tourists changing their plans and picking alternative places outside of SCJ to vacation. Thank you, (b)(6)

(b)(6)

lopez, WA 98261

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(b)(6)

(b)(6)

1469

Oak Harbor, WA 98277

I am in full support of NAS Whidbey Island. I am thankful to our Military Personnel for their service, to keep us safe as a Nation. I believe we should afford them every opportunity possible, to practice carrier landings, at OLF.

(b)(6)

1470

Eastsound, WA 98245

I am very concerned about the increase in noise that deploying more planes to Whidbey will mean. I think this negative noise impact on the humans living within miles of the base should cause these planes to be deployed elsewhere. We live 20 miles north of the airfield and just this morning our house and windows shook with the rumble of planes taking off from Whidbey. I think these planes should be deployed to another base that's more remote for any population centers.

(b)(6)

1471

Port Townsend, WA 98368

We have no problem with the noise created during training exercises. A few vocal nut cases in PT have nothing better to do. Thanks

(b)(6)

1472

Port Ludow, WA 98365

While the sounds of a jet plane can be disruptive, I am also aware that flying an aircraft onto an aircraft carrier is very dangerous and requires much practice. If the Growler airfield increases the margin of safety for our pilots, I am more than willing to put up with the occasional loud noise. Pilot safety certainly trumps my periodic discomfort.

(b)(6)

1473

Orcas, WA 98280

I am writing about the excessive noise coming from the jets at NAS Whidbey Island. I live a LONG ways away, but the noise shakes the house and the studio where I work. It frightens our pets. Worse than that, we moved our business to Orcas for the quiet---I record and edit classical music. I also host and produce a popular weekly radio program from my studio here. Everytime one of those jets takes off, we have to stop work, and re-do what we just finished. The sound levels are excessive by any standard. People live and visit the San Juan Islands because of the natural undisturbed beauty and quiet. Disrupting our environment with this level of industrial noise is detrimental to all who live here.

(b)(6)

1474

Port townsend, WA 98368

I, too, am greatly disturbed by the non-stop, extremely loud, unsettling noise of the growler jets flying over this area, increasingly so, in the last year. I am sure this falls under " disturbing the peace" , against which there used to be laws. Do these laws still exist? If so, why does the military not have to adhere to them? This should not be allowed to take place where people live.

(b)(6)

1475

port hadlock, WA 98339

I am concerned about the noise level of these craft and the current plan of their flight path. I live very close by and am not fond of the very loud noise of jets.

Port Townsend, WA 98368

I am all for the Navy doing training, the sound of fast movers is the sound of freedom. I hardly ever hear it, and when I do it's not loud and it doesn't bother me because I'm quite sure it's one of "ours" rather than an enemy aircraft. Those NIMBY's who are against training might consider what it would be like to have enemy aircraft flying overhead. That could happen if our Navy lost the battle for lack of training. I suggest those NIMBYs dig a nice quiet bomb shelter now to hang out in because if the NIMBY's win then our enemies' bombers might do more than just rattle their windows someday. The sound of fast movers is the sound of freedom and it's also the sound of Pacific Northwest money, all the way from the highly skilled and highly paid Boeing employees who made those jets to the Sailors who fly and maintain them. Most NIMBY's are retired baby boomers who just moved to the area and as such don't care much about making money anymore. My retired Navy baby boomer father, Commander William Poe, describes their attitude as "I've made it, I'm up here in my treehouse and I'm pulling up the ladder. I got mine good luck getting yours buddy." Those selfish individuals are usually the same ones who are against the Port Townsend Paper mill. They are against hearing or smelling money being made now that they have finished making theirs. Personally I gladly accept the strong mill smell and the modicum of jet noise that we hear from the Navy here in Port Townsend. It's the smell of money and the sound of freedom.

January 1, 2014 ✓

To whom it may concern ✓

I attended the surprise meeting in Coupeville regarding the EIS for EA-18G growler operations at NAS Whidbey Island and the associated Outlying Field (OLF) in Coupeville.

Time marches on, people. An air strip designed and built for training WWII era aircraft and pilots in an area virtually devoid of human population at the time is not a good place to be training pilots in modern supersonic jet aircraft. The population growth of the area surrounding the OLF in Coupeville has grown by a factor of roughly 7000 times!! This creates an area of danger, health concerns, property concerns, and economic concerns for everyone living in the area. All of these concerns and many more MUST be addressed for you to conduct an honest Environmental Impact Study of the use of the EA-18G in this historically significant area.

In addition I have attached 2 pages of further concerns that need to be addressed through this process.

I look forward to an honest assessment of these concerns.

(b)(6)

(b)(6)

Coupeville, WA 98239

①

- ① study the combined increase of growlers and poseidon aircraft coming to whidbey relative to total noise
- ② study noise based on real-time, on the ground, measurements of single event noise levels within all "closed loop patterns" flown by all aircraft stationed @ NAS whidbey
- ③ study effects on hearing loss by pilots and ground crews for EA-189
- ④ study effects on hearing loss by all civilians living within all "closed loop patterns" flown by all aircraft flying from OLF @ Ault fields
- ⑤ study effects on hearing loss and nesting habits for all avian resident populations in central and north whidbey - anywhere planes fly below 1000 feet (particularly great blue heron & eagle & trumpeter swan)
- ⑥ study effect on recovery rates for patients at whidbey general hospital
- ⑦ study effects of sleep deprivation on all populations living within 5 nautical miles of all "closed loop patterns" flown by any aircraft stationed at NAS @ WH

- (8) Study the effects of noise, frequency, and vibration caused by all aircraft fly below 1000 ft on the historical buildings in and around Ebey's Landing National Historical Reserve
- (9) Study the effects of noise, frequency & vibration on the value of real estate and rental rates
- (10) Study the effects of toxic jet fuel emissions on all forest land and farmland beneath all "closed loop patterns" flown under 1000 ft.
- (11) Study the effects of noise, frequency, vibration and increased human presence on the cultural landscape of Ebey's Landing Nat Reserve
- (12) Study the economic effects of noise impacts on tourism at the Greenbank Farm, at Ebey's Landing Nat. HR, the Town of Coupeville, all state parks within 10 nautical miles of "closed loop patterns" flown at or below 1000 feet.
- (13) Study the economic effects of increased military personnel on law enforcement, education, social services of Island County and also communities of Anacortes, Oak Harbor, & Coupeville

Att: Project Manager,

I don't have a computer so this has to be done by hand.

I have lived in Coupeville for 76 of my 95 years. I remember when the Navy in Oak Harbor probably militarily supported maybe 50% of the people in Coupeville. I have heard the "navy noise" many years. I like the insignia on their wings and so did my son when he was deployed in the middle east, twice! I believe there is a silent majority that really backs the Navy on our Island and I am one of them!

I have really had hearing and I don't live in the area that gets the noise. None of my friends that live in that zone have a hearing problem! There is always a few people that feel they have to make waves over something, so they urge other people to do the same thing. Shame on them!!

Just to let you know there are many people who back the Navy 100% -

Go Navy!!

(b)(6)

Coupeville, wa.

91239 Mead

(b)(6)

Oak Harbor, WA 98277

(b)(6)

January 17, 2014

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

Gentlemen:

I am sorry so many have made such a big fuss over more powerful planes using the Whidbey Island Outlying Landing Field near Coupeville, WA. We moved here in 2002 with no work experience or connection to the Navy but choose to locate here because we wanted to be near the water AND the price of property was significantly less than other Greater Puget Sound towns like Seattle, Bellevue, Bellingham, etc. We knew property prices were less because there is a significant Navy base on the north end of the island and we would hear the sound of planes from time to time. Some areas like Dugulla Bay near the main airfield and Coupeville near the OLF would experience greater landing and take off activity, but that is something anyone choosing to live here since the early 1940's would be aware of.

I find myself exhausted to hear and read residents continuing to complain about the noise. I also find myself feeling a sense of greater pride when I do hear a plane overhead, knowing that a pilot has to practice in order to become proficient in the career he or she has been called to perform. Just because I have to close my windows during summer nights if practice runs late or stop talking when a plane flies overhead, it is a small price to pay to ensure national security and to live in one of the most beautiful areas of our country.

Please keep OLF open. And as far as the concrete blocks lining the perimeter of the field, give it six months and no one will notice once the native vegetation re-grows.

(b)(6)

Sincerely,

(b)(6)

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)

To Whom It May Concern:

On behalf of the Samish Indian Nation (Tribe) , we wish to thank you for the opportunity to submit our comments related to the Environmental Impact Statement (EIS) currently being done for EA-18G Growler Airfield operations at Naval Air Station, Whidbey Island, WA. The Tribe and its people have long inhabited the lands and waters of Whidbey Island and appreciate the opportunity to comment on the EIS currently underway.

While we know the Navy identified some of the harms related to the Growler Airfield at the Naval Air Station, we are requesting that the established harms identified as safety to surrounding communities and the environment as explained in greater detail below.

SAFETY: Flights over populated areas pose potential safety issues; especially since the time the current facility was built, the surrounding areas have become more developed and the facility was built to accommodate a different era of airplanes. The Tribe believes the EIS should analyze safety issues and specifically address the risks poised in the current environment.

ENVIRONMENT: The OLF sits next to Ebey’s Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting important species that Samish people have relied upon for subsistence and cultural uses for thousands of years. Additionally, the Reserve provides recreational uses and provides opportunities for tourism which supports many in the local economy.

We appreciate the difficult and crucial work the Navy along with all of the other branches of the United States military undertake on a daily basis to ensure the safety and well- being of the United States and its citizens including the Samish people. In particular, we understand the Navy’s need to have the facilities necessary to train its personnel to effectively carry out its duties. The Navy also has a responsibility to carry out these duties in a way that minimizes the impacts on surrounding lands and communities. The balance between these seemingly conflicting obligations can be challenging to achieve.

We submit these comments to assist the Navy in fully evaluating impacts we believe are important to our people and other members of the community and simply request the Navy completely evaluate these impacts in making this decision. Thank you for considering our comments.

(b)(6)

1481

LaConner, WA 98257

You Navy boys can fly over my LaConner house any time you want. It doesn't bother me at all. Ignore all the whiners & complainers.

(b)(6)

1482

Oak Harbor, WA 98277

I have lived on Whidbey Island for almost seven years and have not had any health issues due to jet noise and we are in the irregular Growler pattern and the P-3 pattern. My husband and I sell Real Estate and are aware that all buyers on the North end of the Island sign a noise disclosure stating that they will be subjected to jet noise. I am all for the Navy jets and the use of OLF. It disturbs me that the pansies that have jumped on the "close OLF" bandwagon think that they should live in tranquility within a few miles of a Naval Air station are ridiculous. They should never have moved here in the first place. I think we all should share our air space and not just concentrate the training to the Northern end. Anacortes is as impacted as Coupeville and we are all in this together. Do not let the cry babies who are loudest win this silly battle. Keep OLF open!

(b)(6)

1483

Lopez Island, WA 98261

I'm sure you are aware that property in the San Juan Islands is very expensive and this unbearable noise from the Whidbey Island Naval Air Station is going to drive our property values down.

(b)(6)

1484

Lopez Island , WA 98261

I am a 30 year resident of Lopez Island . I am concerned that with the advent of additional EA-18G Growler jets and the possibility of training foreign pilots based on Whidbey our beautiful island atmosphere is gone. When the jets are flying, it's cover your ears and hold on. Not only is the noise irritating and sometimes painful, but I'm sure it will drive down our property values and change our way of life. Other areas are already feeling the depreciated real-estate values and this must be addressed and rectified for all those living under the WINAS fly zone. Thank you.

(b)(6)

1485

Port Townsend, WA 98368

I would like to see the EIS address potential impacts to water quality in Admiralty Inlet and any other water bodies in the affected area. In particular I am concerned about the potential for increased fuel dumping due to increased flights to adversely impact water quality. I am not sure that fuel is likely to adequately evaporate in our climate before reaching the earth's surface and I think the issue needs to be studied in detail in regards to the actual practices of the Whidbey Island Naval Air Station, not generalized from other regions of the country or types of aircraft. A study that is both qualitative and quantitative would provide valuable data to the decision-making process and help to determine potential impacts to Puget Sound, the marine life that depends on it and the human populations that live around it.

Lopez Island, WA 98261

I live on Lopez Island and receive noise from the naval jets which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). I request that the EIS study Real-time high noise events and how they affect the health of the communities subjected to them. The study would consider the time of day that the noise is occurring and would use actual measurements - not computer generated and averaged numbers. Three to four hours of 90+ noise is not “low impact” – especially if it’s occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? What will the Navy do to mitigate this noise? As a resident of Lopez Island I am very concerned about emissions and exhaust from the jet propellant fuel (JP-5) used by the EA-18G’s. It appears that most of what we experience is coming from regular operations and maintenance run-ups. We frequently smell jet fuel on the island. Post combustion exhaust from jet engines contains carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. Dumping fuel is another serious concern. I have been on beach walks heard the jets and shortly after smelt gas fumes. The Navy states that it only dumps fuel in emergencies, which are rare, and then only over Smith and Minor Islands at 10,000 feet. They say that the fuel is dispersed by the time reaches the ground. Many islanders have observed what appears to be fuel dumping. “Dispersal” when it reaches the ground means that it has entered a gaseous state and we are breathing it. How will additional aircraft impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Grayish residues have been reported on fruit crops. What is the effect on island residents breathing jet fuel emissions? Are jet fuel residues getting into our water supplies? Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. How will the Navy mitigate the effects of jet fuel emissions, exhaust and residues and fuel dumping on humans, endangered species, the Salish Sea and air and water quality in our region? Thanks for your time, Please Help!!!

(b)(6)

1487

Pt Townsend, WA 98368

I would suggest that since the airfield has been in operation since the 1940's that only residents that have resided in Jefferson Co. prior to that time be allowed a comment. The rest of the complainers can go back to their origin. GOD BLESS THE NAVY

(b)(6)

1488

Sequim, WA 98382

We live in the Blyn area and clearly hear the noise from the jets regularly as they do maneuvers at the Whidbey Outlying Landing Field. This noise is much like an earthquake with movement in the ground. It really destroys the peacefulness of our 10-acre wooded property. We hope that the jets can practice carrier landings somewhere other than Whidbey Island. Thank you for your consideration.

(b)(6)

A large grey rectangular redaction box covers the majority of the top-left portion of the page, starting below the '(b)(6)' label and extending across several lines of text.

1489

I'm all in FAVOR of you using the the airfield. this is quite after living on/near 3 airfields. plus needing the training for carriers is a plus. better to make mistakes here then trying to actually land on the carrier. and this if for our FREEDOM. thank you very much!!!

(b)(6)

1490

Port Townsend, WA 98368

Thank you for the opportunity to comment. I live in Port Townsend, WA and the noise from the current aircraft activity is disruptive to our day to day life periodically. I am quite concerned that the addition of more aircraft will inevitably lead to more noise. I hope consideration will be given to somehow consolidating noise to weekdays when people are working and minimizing impacts in the evenings and on weekends when people are home.

(b)(6)

1491

Oak Harbor, WA 98277-9425

We were fortunate to buy our property when stationed here in the late sixties. We retired here in 1978 and have lived here ever since, raising our son and all kind of animals. We've always been under the landing pattern so we have plenty of experience with jet and prop noise. We've come to no harm, except missing a word or two on TV. We're outside gardening a lot and we don't find the Growler to be any louder than the Prowler. It does seem to have a lower pitch though, which may bother some people more but makes no difference to us. When we bought there was no disclosure notice, but being so close to the base we knew we'd have noise. To us it is the "sound of freedom" and we miss the old sign.

(b)(6)

1492

Port Townsend, WA 98368

When we first thought about moving to Port Townsend, the jet noise nearly deterred us. It's overwhelming, and seems unfair to the residents that it goes on so late into the night. I'm sure there are less populated regions of the country where this training can be done.

(b)(6)

1493

Greenbank, WA 98253

I am an elderly tax accountant who must work for a living. I live close enough to the OLF practice area that the growlers keep me from sleeping until very late. I have tried wearing ear plugs but am still kept awake by the noise. My office is at my home and the Growlers interfere with my ability to communicate with my clients when they practice during the day. The Growlers practicing at the OLF pose a hardship for me.

(b)(6)

coupeville, WA 98239

1494

We are pro OLF. - the complainers signed noise agreements. - the closing of OLF would severely affect pilot training/safety.

(b)(6)

1495

Port Townsend, WA 98368

I live in Port Townsend and have seen and heard US Navy aircraft for twenty six years near my home. I am always proud when they fly over and think of the skills needed to fly today's aircraft. When I hear negative comments, I always wonder what would happen if we were attacked. those complainers would sing a different tune but too late. "The Sound of freedom!" You bet! Continue OLF Flights!

(b)(6)

1496

Port Townsend, WA 98368

The proposal to increase VAQ airfield operations at NAS Whidbey Island significantly affects the quality of the human environment in North Beach, Port Townsend, because of the cumulative noise level. Current noise levels have caused me to lie awake at night for hours and hours as jet after jet fly close to my home. Even during daylight hours, the noise level is so high that it interferes with my ability to carry on a conversation, a normal human interaction. Both at night and during the day, I can feel the vibration from the jets and it is annoying. My husband and I moved here to retire because of the quiet setting; the area is recognized for its tranquil and peaceful environment. The high dB levels caused by jets flying over - again and again and again - significantly impair the quality of living that we moved here to experience.

(b)(6)

1497

Port Townsend, WA 98368

The Growler touchdown drills have a major negative impact on residents of Port Townsend. I object to this program for its effects on the regional environment and quality of life.

(b)(6)

1498

Port Townsend, WA 98368

When I think of Airfield Operations creating additional jet noise, I feel pretty discouraged. There is no way to escape hearing this noise; we are trapped. I guess we could leave Port Townsend for the night, but short of this, the sound penetrates through the wall and into living rooms and bedrooms. I'm sure people have different responses to this particular roar, but when I hear it, I feel agitated since it reminds me of war. The noise was here before I moved to Port Townsend 23 years ago, so I'm not asking for a lessening of noise. But since you ask about an increase in flights, I'll say, Please, No.

(b)(6)

1499

Port Townsend, WA 98368

I strongly oppose the Navy's proposed expansion of the number of jets flying from Naval Air Station Whidbey Island. There is clear degradation of the natural aesthetic of the region through the increase in intense noise pollution in Admiralty Inlet and Port Townsend. Quality of life is diminished through this increase in flight activity over the region.

(b)(6)

1500

Lopez island, WA 98261

WE are a community that has come to this area for its nature and quiet. That is also why tourists come here. Tourism is a huge base of our economy. The frequent and long lasting noise(4-5 hours of rumble and the ear-splitting flyovers) is very hard to endure and very counterproductive. A retired navy pilot recently explained that the huge noise - including the low frequency - that the EA-18G generates, is part of it's capability as a weapon. Its noise, by design, is a weapon and is intimidating to all living things. Here on Lopez and throughout our region we are being exposed to this weapon. It affects our health, ability to concentrate, to work, to go to school and live peacefully in our homes. This is not an exaggeration. Please find a non-inhabited area to run these practice runs. The Puget Sound area is not a suitable area for these trainings.

(b)(6)

1501

SEQUIM, WA 98382

The rumbling noise we're receiving is very unsettling and could be compared to a freight train or earthquake! I do not appreciate being awakened at 8:00AM! We have enough aircraft noise overhead to put up with and this is intolerable!

(b)(6)

1502

Port Twonsend, WA 98368

Whidbey Island and the Puget Sound area are full of marine life, wild life and bird life. The noise and disruption from these jets carries a huge wave of sound and vibration. I can hear the sound south of Port Townsend like there were a jackhammer next door. You are affecting human life as well as animal life in this somewhat pristine area. Please consider setting up this process to occur in a more remote, less sensitive area. Wasteland desert perhaps, away from so many people and animals.

(b)(6)

1503

Port Townsend, WA 98368

I grew up in Sunnyvale CA near Moffett Field and the Ames windtunnel. The noise from these attack fighters, especially on takeoffs is as loud as but not prolonged as (thankfully)as the windtunnel tests.

(b)(6)

1504

Port Townsend, WA 98368

I am not in favor of increased noise, number of days for flights or number of flights. I would prefer less flights and noise. Testing could be done in a less populated area.

(
b

(b)(6)

Port Townsend, WA 98368

1505

I wrote a letter to the Air Station commander several summers ago when the prowler planes were flying late on a hot night and got no sympathy- just a form letter. Now the louder Growler planes near Coupeville are really shaking my house and the noise comes in through all closed apertures. This practice needs to take place in a location far from communities who desire peace and quiet and not the constant roar of engines.

(b)(6)

1506

Port Townsend, WA 98368

Current noise from Navy jets is very disturbing to me at my home in North Beach. The jets disturb my sleep at nights with their roar and make my days unpleasant whether I'm outdoors or inside. The noise of these particular jets leaves me nervous and edgy. In general noise is one of the prime pollutants of our time affecting our health in many ways. I'm strongly opposed to adding to it with more and louder jets. Please reconsider testing these jets here. Try uninhabited desert areas instead if test you must.

(b)(6)

1507

Port Townsend, WA 98368

I have been a resident of the North Beach community in Port Townsend Washington for the past 20 years. As a resident in this area I am subject to the fly over from the Navy Planes on their regular training sessions. I have never been particularly bothered by the current level of noise or training because it is not that frequent, but I am concerned to what level the new proposed training would impact my home and my life. I am not in favor of extending training schedules as I fear they would increase the frequency and noise levels where I live.

(b)(6)

1508

Port Townsend, WA 98368

Please do not increase the number of flights over port Townsend. I am constantly bothered by the existng ones and am firmly against it.

(b)(6)

1509

Port Townsend, WA 98368

While I respect and understand the need for a strong military, I am very concerned about potential for increased overflights in the greater Port Townsend area. I live in the North Beach area of Port Townsend. Over the years, single and multiple aircraft fly low over our community. The sound is deafening and the vibrations shake our home. What concerns me most is the probability (God forbid) of a low-level catastrophic equipment malfunction over our neighborhood. The ensuing damage would be disastrous to civilians on the ground within or outside their homes. Increasing training flights will only increase the laws of probability even though the aircrafts are well maintained. I share my neighbors concerns about the increased noise levels particularly late into the night. It is very hard to sleep with aircraft constantly flying in close proximity to our quiet neighborhood. Thank you for your consideration and providing this forum for input.

(b)(6)

1510

Port Townsend, WA 98368

I would like the Navy to not fly any aircraft over or near Port Townsend. It is too noisy and disturbing.

(b)(6)

1511

Port Townsend, WA 98368

I agree with the testing at Whidbey. Like they say "It's the sound of Freedom" Respect to you all !

(b)(6)

Sequim, WA 98382

1512

The Department of the Navy (Navy) operations at Naval Air Station (NAS) Whidbey Island, Washington, are music to my ears. That music I hear is FREEDOM! Thank you all, very much.

(b)(6)

1513

Port Townsend, WA 98368

I strongly object to the expansion proposal for the naval station on Whidbey Island, WA. The current levels of noise from both day and night overflights and especially from flights using the OLF already have a negative impact on all of us in this area. Increases in the number of aircraft and flights is unacceptable.

(b)(6)

1514

Port Townsend, WA 98368

Hi, We have noticed the increase in jet noise and find it very loud and disturbing. We don't understand why this is happening. We live near Fort Worden Park and this is supposed to be a quiet area for people to enjoy nature, not jet noise. We feel that the hours should be severely limited. We used to live on Whidbey and left partly to get away from the jet noise. Now it seems to be almost as bad in Port Townsend.

(b)(6)

1515

Port Townsend, WA 98368

Yes, I believe excessive noise is an environmental issue and should be addressed by the EIS for the Growler airfield on Whidbey Island. The planes fly late at night, usually after 11 pm, over our homes, and often at a low altitude. Sleep is often disrupted. Surely there is an alternative to flying over Port Townsend at those late hours. Sincerely, (b)(6)

(b)(6)

lopez island, WA 98261

Very loud and long lasting noise today, January 27th, makes it important that the EIS obtain accurate noise level assessments and for an extended area. The approach of averaging the noise impact does not reflect what we experience. I had 1/2 hour of solid, loud noise from 13:00 to 14:00 (likely from engine testing on tarmac) and then additional noise about every 10-15 minutes prior and after. Now again the engine testing pattern, that of mostly constant very loud noise is occurring around 15:00. My body doesn't get to average out the intensity and duration over a year. The impact is distinct with each occurrence and has a direct effect upon my health. How ironic that I must provide my employees who help me on my farm with ear protection for when they are using the chain saw or tractor or other equipment with the potential for the noise level to injury them. And ironic that Navy does that for their employees on the ground working with the planes. Yet we as neighbors get no such protection. That needs to be considered in the EIS - how can I provide a safe working environment given the Navy Whidbey noise? We do not know when the noise will occur. Are we to always wear ear protection? Will Navy pay for this? We have had a day of loud noise from Navy Whidbey. The Navy is smart. They can figure out that there are alternatives that lessen this noise without causing a disruption in the security of our nation. For instance, the EIS should look into options of doing engine testing, which creates a very loud and very long term noise, at a remote location. Additionally the EIS needs to have consultation with federal, state and county governmental agencies whose land or tasks are affected by the noise from Navy Whidbey. On the federal level the US Fish and Wildlife Service, BLM, and National Parks needs to be involved and be in collaboration with US Department of Defense. On the state level the involvement needs to be with Washington State Parks, Washington Department of Natural Resources, Washington State Dept of Tourism, and Washington State Department of Fish & Wildlife. On a local level San Juan County Parks, San Juan County Land Bank, and the San Juan County Visitors Bureau needs consultation. And non-profit organizations whose legal responsibility is impacted by Navy Whidbey need to be consulted. Many organizations have a legal responsibility to protect ecological and recreational values in lands impacted by the Navy jet noise. Examples of such organizations include the San Juan Preservation Trust, Skagit Land Trust, Whidbey Island Land Trust. Thank you for accepting these comments.

Lopez Island, WA 98261

I have lived a few miles north of NAS Whidbey for over 30 years. The amount of public involvement on this project is much appreciated. I can lead to a better outcome, both for the Navy and for its neighbors. Since the noise issue seems to be the most common concern, I'll direct my three comments to that. 1. Noise measurements should be reflective of actual experiences by people on the ground, and not simply modeled or averaged: set up instrumentation on the ground and measure peak noise level as aircraft fly over. Allocate enough field work in surrounding areas to get a first hand understanding of the situation. The loudest training activity by far is when a plane is flying "dirty"--at low level, wheels down, flaps down, throttle open, near stalling. 2. Include consideration of alternate flight paths, especially for the training mentioned above. It should never be practiced over populated areas. If it was confined to the middle of the Strait of Juan de Fuca, I suspect complaints would be greatly reduced. 3. Include an evaluation of the noise effects on wildlife. We can intellectualize what's going on, stop what we're doing and cover our ears, but critters have no way to mitigate the effects. Domestic pets act stressed when the windows are rattling from jet noise, so I can imagine the impact on wild creatures would be even more severe. Thank you for reading!

(b)(6)

1518

Port Townsend, WA 98368

I am very concerned about the level of noise coming from the Naval Base on Whidbey Island. Projected increase is NOT what is best for people, buildings, wildlife and land erosion. Why aren't NAVY planes required to use engine sound muffling that re required for commercial airplanes? That they are called Growlers is appropriate. That the group omitted including communities across the Admiralty Strait is disconcerting. We have been forgotten and ignored by the EIS for EA-18G Growler Airfield Operations at NAS Whidbey Island. Until now. This does not make for happy citizens. NO on the Growler operation project. (b)(6)

(b)(6)

1519

Port Townsend, WA 98368

The growlers have a real and nefarious affect on public health. It makes no sense to, in the name of peace and safe keeping, adversely affect the lives of American citizens.

(b)(6)

1520

PORT TOWNSEND, WA 98368

The jets flying over Port Townsend, Wa, particularly the North beach neighborhood adjacent to Fort Worden, create an intensely loud and physically palpable noise. Very disturbing and likely will contribute to property losing value...definitely a negative impact on quality of life for humans...not sure what the implications are for local fauna. I hope we can reduce the noise, and I am opposed to any increase.

Friday Harbor, WA 98250

As a new resident of Friday Harbor on San Juan Island (SJI): 1. I am appalled at the lack of consideration given so far to me and my SJI neighbors by this project. If you think we are not affected, I invite you to stand in my backyard when the Growlers are in operation. Each time I hear them, I am literally stopped in my tracks by the immensity & immediacy of the ungodly noise and the intolerable volume. Because we, too, are directly affected, the residents of SJI—and our extraordinary flora & fauna—must be actively included & considered in the decision making. You ignore us at your peril. 2. I urge you to make a thorough analysis of the Growlers' effects on the newly-established San Juan Islands National Monument and its fragile ecosystem. Incompatibilities will favor the Monument, since, frankly, it cannot be re-located. The Growlers can be. 3. If I had bought property when I moved here (I'm currently renting), I would be irate that I was not officially notified about Growler operations in the closing documents. Real estate transactions must include this information...NOW! Buyers need to know they can expect this hellish noise and its detrimental effects and that they will have no say or recourse after purchase. Add that waiver and watch what happens to the local real estate market—and the Growlers' tax-supported funds. People say "It's the sound of freedom," but it is not the sound of peace. (Freedom may need to be bought & defended, but peace does not and cannot.) The Growlers are downright antithetical to this area's unparalleled peacefulness, beauty & tranquility. My father was a Commander in the US Navy and I have every respect for those who serve and their beloved families. For the planes and their support personnel, an appropriate location must be found. The Growlers' exceptional capabilities come with exceptional needs. Those needs cannot be met here. I beg you to leave us in peace. Thank you for the opportunity to comment.

(b)(6)

1522

La Jolla, CA 92037

Please don't let the opinion of a loud minority bully you into leaving Whidbey Island. The complainers are a very small group and do not represent the population of Coupeville or Whidbey Island in general. Their manipulation of local media does not represent the community by any means. NAS is more a part of Whidbey Island than ANY other local institution, group or entity. Whidbey would no longer be Whidbey without the Navy. Thank you for your time and attention.

(b)(6)

1523

Mount Vernon, WA 98273

I am concerned with the negative noise impacts of existing NAS Whidbey flight operations over the City of Mount Vernon during evening hours after 10 pm. With expansion of the Growler fleet as proposed, these concerns are increased. I recommend that Growler and other NAS Whidbey aircraft flight operations over populated urban areas, including the Mount Vernon Urban Area, be curtailed or restricted between 10 pm and 7 am as mitigation for further expansion of Base operations. Thank you very much for the opportunity to comment.

port townsend, WA 98368

I have been a resident and tax payer of Port Townsend/Jefferson County since 1999. I am opposing the expansion of the Whidbey Island training base for the Growlers. I am not against training our Naval pilots. The issue is more about the appropriate use and location of a Navy jet training facility. I live near Jefferson County Fairgrounds. I am approx. 15 miles south-southwest of Ault field. There are many nights when the Growlers are flying, that I am woke up after midnight, sometimes as late as 1AM by their engine noise. This is not the normal sound of a well silenced passenger jet approaching SeaTac. It is enormously loud. If you would have asked me if I ever would voluntarily live under a Navy flight training range, the answer would be no.. Did I ever imagine that by living 15 miles away from any airport that I would be woken up in the middle of the night by roaring jets? Not likely. Would you? 15 Miles is the distance from Boeing Field to Shoreline. Or Seatac to Tacoma. We would not ever allow drag racing to take place within Port Townsend after 10PM. We shut the County Fair down at 10 to keep the noise down. Can you imagine the outcry if we were going to allow four wheel drive mud racing at 1AM? There are thousands of people in eastern Jefferson County that need to get up in the morning and go to work. The least we can expect is not to be subjected to high speed jet noise in the middle of the night. Since 2001 there has been a 300% increase in training flyovers. The Navy also plans to bring 737s to the base this year! People on Whidbey Island have measured noise levels inside their homes at 94 decibels. The Navy planes are, obviously, not well muffled, if at all. I don't believe they could be muffled. I would assume because they need to be highest performance. That's understood. However, given the times of day that they are used, it is totally inappropriate to fly these planes over the populated areas of Admiralty Inlet. There was a time, many decades ago, when the Admiralty Inlet area was sparsely populated. Those days are long over. The time has come to say no, politely, to the Navy, and ask that it reassign these wings to one of the other 10 training sites around the country, many of which are likely to more appropriately locate the aircraft to a less populated area, such as Tinker AFB, in OK. Or find a new home in Eastern Washington. It's only a hop and a jump from here to there in a plane traveling over 300 miles an hour. Oak Harbor will find another way to make money without the Navy airbase, as have all the areas around it who don't have a base next door. I am concerned at the unlimited expansion of military training that is happening here in North Puget Sound. We are giving away to the US military a lot for our privacy and quiet. We have witnessed in the last 10 years alone expanded activity and security at Indian Island, with increased random stops of boaters out for an afternoon. We also have been designated a Navy training airspace area over Admiralty Inlet and Port Townsend Bay that allows helicopter overflight for training at low altitudes without warning, along with a doubling of capacity at Bangor on Hood Canal, barely regulated sonar testing in an area that has Orcas and other whales, increased closings of the Hood Canal Bridge at all hours for military boat traffic, and now expansion of high speed jets on Whidbey Island. When added together, these create a picture that we are giving away our peace and quiet, to become surrounded by high security operations that are outside our ability to control, let alone expect a good night's sleep. It's time to say no to this. There are other options for the Navy. There are not for us. This is our home. We pay our taxes to create and maintain these bases. We should have some say where to locate them.

Re. NAS Whidbey Island
Jet Noise

(b)(6)

Port Townsend, 98368

(b)(6)

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

Dear Sir(s),

Port Townsend and nearby communities at the northeast tip of the Olympic Peninsula, less than 20 miles (as the jet flies) from NAS Whidbey Island, are quiet communities with animal refuge and senior communities throughout. The current jet flight patterns have been a constant path for decades, allowing residents and businesses near the base time to adjust to such bombastic loud sound interferences day and night. Land purchase and housing choices have been in direct accordance to such sound/noise for decades. Not so in regions of the Olympic Peninsula.

Once established, the recently designed and proposed new Navy jet flight paths will not be reconsidered and if so, residents will likely (as previously witnessed throughout jet flight paths anywhere), be impotent to correct the issue. Warrior jet flight paths adversely and directly affect flight paths and nesting areas of wild birds and animals, as well as lowering residential land values.

I am merely a citizen of Port Townsend for 15 years and a resident throughout the Salish region for 65 years. If it is my citizenship the military is seeking to protect, my comfort and quality of life, then as my employee, I require of you to reconsider and reroute your jets away from the rare quiet and pristine living environment of the northeast Olympic Peninsula.

This may not be eloquent legal-speak specked with statistics and references, but I think you understand my simple intention and passionate meaning. Please comply to my needs and the needs of my fellow citizens, many of whom cannot speak out. I represent some of them.

(b)(6)

Thank you,

(b)(6)

1-18-2014

We would like to express our concerns regarding the disruptions in operations at both NAS Whidbey Island and Outlying Field NAS Whidbey Island.

My wife and I moved to Oak Harbor, WA in 1990 and purchased both our home and business within city limits. Thanks to both the military personnel and civilian contractors working here, we were able to establish ourselves in the community as a reputable business. To this day, we still maintain relationships with customers that were have been stationed here and left over these many years. Because of our customers, we were able to purchase commercial property here as the city and base have grown.

Thanks to the military, we were able to hire our long time manager whose husband was stationed here at NAS Whidbey. They enjoyed the community so much, that after a tour in Hawaii, they returned here to finish out his service and set roots here.

Without the Navy we see in our future massive hardships not only for our family, but for all of our employees and their families. If the operations here come to a halt, we foresee the collapse of our housing market; jobs will be few and far between. It will mean the devastation of our community. Most of the people on Whidbey Island are either related to, retired from or are active duty military. Without the military, those people would most likely leave.

We have always lived under the philosophy that the Naval Base was here when we arrived. We, as well as everyone on Whidbey Island were made well aware of the jet noise when we purchased property. We were all made to sign an addendum noting that fact before we could purchase. If we do not like it, we are welcome to pack our bags and leave. We feel that this is the same philosophy that the group known as Citizens of Ebey's Reserve needs to adopt.

We look forward to the new P-8 squadrons, and the new faces of the men and women who serve our country proudly. We welcome them into our community with open arms. JETS=JOBS

Thank You,

(b)(6)



(b)(6)





Samish Indian Nation

OF WASHINGTON

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)

To Whom It May Concern:

On behalf of the Samish Indian Nation (Tribe), we wish to thank you for the opportunity to submit our comments related to the Environmental Impact Statement (EIS) currently being done for EA-18G Growler Airfield operations at Naval Air Station, Whidbey Island, WA. The Tribe and its people have long inhabited the lands and waters of Whidbey Island and appreciate the opportunity to comment on the EIS currently underway.

While we know the Navy identified some of the harms related to the Growler Airfield at the Naval Air Station, we are requesting that the established harms identified as safety to surrounding communities and the environment as explained in greater detail below.

SAFETY: Flights over populated areas pose potential safety issues; especially since the time the current facility was built, the surrounding areas have become more developed and the facility was built to accommodate a different era of airplanes. The Tribe believes the EIS should analyze safety issues and specifically address the risks poised in the current environment.

ENVIRONMENT: The OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting important species that Samish people have relied upon for subsistence and cultural uses for thousands of years. Additionally, the Reserve provides recreational uses and provides opportunities for tourism which supports many in the local economy.

We appreciate the difficult and crucial work the Navy along with all of the other branches of the United States military undertake on a daily basis to ensure the safety and well-being of the United States and its citizens including the Samish people. In particular, we understand the Navy's need to have the facilities necessary to train its personnel to effectively carry out its duties. The Navy also has a responsibility to carry out these duties in a way that minimizes the impacts on surrounding lands and communities. The balance between these seemingly conflicting obligations can be challenging to achieve.

We submit these comments to assist the Navy in fully evaluating impacts we believe are important to our people and other members of the community and simply request the Navy completely evaluate these impacts in making this decision.

Thank you for considering our comments.

Thomas D. Wooten
Tribal Chairman

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From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: rick.larsen@mail.house.gov
Subject: Comment regarding EIS for EA-18 "Growler" operations
Date: Monday, January 27, 2014 22:12:16

To: U.S. Navy - EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 98368

As a longtime resident of Port Townsend, Washington, I am very concerned about the specter of increased EA-18G "Growler" operations in Coupeville and Whidbey Island. I can envision a wide range of very destructive public health and economic impacts arising from such an expansion, including: (1) permanent hearing loss; (2) blood pressure and cardiac problems; (3) mental health problems due to stress, sleep loss, and concentration disruption; (4) harm to livestock, wildlife, migratory birds, and protected environmental areas; (5) disruption of recreational, tourist, and retirement uses; (6) destruction of the local economy and property values; and (7) destabilization of steep vertical bluffs like the one overhanging Port Townsend's main Water Street.

I urge that all the above factors be carefully studied and addressed before any expansion of noise from "Growler" operations be contemplated in our natural rural population center.

Thank you very much for your consideration of these important matters.

Yours truly,

(b)(6)
Port Townsend, WA 98368

From: (b)(6) .
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS
Date: Friday, January 17, 2014 23:29:48

Sirs,
Sound studies must be done on the ground, not computer modeling.
Thank you,
(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS comments
Date: Friday, January 24, 2014 12:40:06
Importance: High

I live on Whidbey Island in Puget Sound in the Ebey's National Historical Reserve. I left a stressful job about ten years ago as the Director of a Craft Center in New England and moved across the country to a house located within the boundary of the Reserve.

My children were grown and scattered across the country with their families. Although I had looked in Northern California, Virginia and North Carolina, it was the Reserve and Whidbey Island that finally captured my heart. Central Whidbey reminded me of my childhood in rural Illinois. I loved the prairie and the tractors on the road and the diversity of the people who call Central Whidbey home.

I bought a house on (b)(6) in Central Whidbey and felt lucky. I had heard about the jets and asked people who lived here a lot of questions about how often they flew and how loud was the noise? ³Not bad², is what everyone said. ³We can live with it², they said. Pete and Catherine, who built our house said ³it's not great when they fly, but it's not very often². So, we bought our house and at our closing in 2005 signed the 2002 noise disclosure that says we should anticipate (E)aircraft noise¹. Shortly after moving here, we did experience the sound of the Navy's Prowlers. Like most people, we didn't really like it, but decided we could live with it because it was so infrequent. We loved our home and the people and culture of Central Whidbey and Coupeville. We could still conduct our lives and carry on business. As potters, we created a home business creating cookware and have expanded that business over the 9 years we have lived here, investing about \$500,000 in equipment and capital to produce our cookware.

Things changed with the Growlers. Flights became more frequent and the noise became debilitating and completely unbearable by 20012 and the first part of 2013. No longer could we open our windows, talk on the phone, listen to music, watch the television, work outside in the garden, invite people to dinner or enjoy a beautiful sunset on Whidbey Island. We also could no longer talk to customers or do workshops or give classes because of the Growlers. Day and night, we experienced dB's of 100 to 132 outside of our home and over 80dB's inside our sound- protected and well-insulated home. In 2013, we purchased ear-protecting head sets for our studio apprentices and ourselves to protect our ears from hearing loss. We became informed about the dangers of hearing loss and now knew we were in real danger from the impacts of the low-level jet noise we were experiencing. In addition, we started experiencing symptoms of post traumatic stress from the relentless noise.

In the fall of 2012, the Navy published it's 2012 Environmental Assessment (EA) that said there would be more flights, including Saturdays and this EA was based on their 2005 EA which informed the community there would be Growlers but the noise would be less and they would fly less often. This turned out - NOT to be true. In 2012 the Navy practiced at the OLF 22% of the days in the year. That is nearly a quarter of the days in the year. On

those days they managed to get in 5,239 overflights or 66 on each day they flew, each approach and take-off hitting 110-120 dB.

Knowing the health impacts of noise and knowing now what we know about the Navy's expansion plans at NASWI, I NEVER would have moved to Patmore Road, or Whidbey Island or the West Coast and put all of my assets into my present location/home.

You don't get over deafness, and that is only one of the health impacts. The actual noise data (see JGL Acoustics noise report at www.citizensofhebereserve.com) indicates that folks in the Coupeville area are exposed to way more decibels than can be tolerated without permanent loss of hearing, and that includes tourists, and kids and families at Rhodendron Park and other parks like Deception Pass State Park. And audiologists agree with the EPA and NIOSH on that--fully. Note, the Port of Seattle purchased all homes within the Sea-Tac 75 dB contour, recognizing that aircraft noise above those levels are harmful to humans, yet all of Admirals Cove is within the 75 dB noise contour.

Now that I live here - it looks like I am stuck here along with thousands of others, including the schools, the new transit center, the county re-cycling center, the main north-south highway, two non-profit organizations with facilities and the Ebey's Landing National Historical Reserve.

Since the people and civilian facilities cannot move - I suggest the Navy move it's Growlers and supersonic jets, as the Navy has more options than the community.

I believe the OLF field built in the 1940's is too short (less than 6,000 ft long, has no raydar to avoid bird strikes, experiences low-level jet noise that is unsafe for the people and wildlife who live next to the field --- and that it should be closed and the Growlers reassigned to a place that is designed for their noise - like China Lake, CA.

Historically, DoD has encountered significant problems with encroachment of non-compatible land uses at military installations, to the extent that many base-closure and realignment decisions have been driven at least in part by encroachment. Encroachment has been allowed around the OLF, Coupeville by Island County and with the knowledge of NASWI. When an installation can no longer fully support its current or future mission because of noise or other impacts on the adjacent community, DoD has little choice but to consider operational alternatives to help reduce noise that could degrade training, or to relocate flying units to other locations.

The Federal government adopted the DNL because it is the best single system of noise measurement that can be uniformly applied in measuring noise in the communities and around airports, and for which there is a relationship between projected noise and surveyed reaction of people to the noise. While the Federal agencies have accepted DNL as the best metric for land use compatibility guidelines, reducing the description of noise exposure to a single value of DNL may not help the public understand noise exposure. Simply looking at the location of their home on a DNL contour map does not answer the important questions: how many times airplanes fly over, what time of day, what type of aircraft, or how these flights may interfere with activities, such as sleep and watching television. The number and intensity of the individual noise events that make up DNL are critically important to public understanding of the effects of noise around airports.

What is needed is a better way to communicate noise exposure in terms that are more easily understood. Supplementing DNL with additional metrics will help the public better understand noise exposure.

None of this happened in Island County and the noise from the Growlers is now a public health issue. Therefore, I would request a Health Impact Study in addition to the EIS.

I have heard about cancer clusters that should be investigated.

I have heard about sudden onset of asthma, which can be caused by jet fuel exposure. I have witnessed fuel dumping over Crocket Lake. The water and soils of Central Whidbey should be tested for toxic substances that are linked to jet fuels. Local farmers growing food have discussed a film-like substance on their fields after jet over-flights and one farmer told me about a lost a crop as a result. Jet noise increases cardiac events and this should be investigated, especially as the county hospital in in the overflight area. People are being diagnosed with post traumatic stress syndrome and the numbers and impact of this should be investigated. The numbers of military personnel that have claimed disability for hearing loss over the past three years should be documented and a similar finding made in the local civilian community. Low-level flights (under 600 ft) and their environmental and noise impacts have no place over communities - over people, businesses, their homes and animals.

Close OLF and move the EA-18 Growlers to a non-encroached safe landing field designed for super-sonic jets - not some retro-fitted old World War II field in the heart of an historic community. Thank You.

(b)(6) _____, Coupeville, WA

(b)(6)

1531

Friday Harbor, WA 98250

We live on San Juan Island and can hear the EA-18 "Growlers" that fly from the NAS Whidbey base. Usually it is like distant thunder, but sometimes they are closer and the noise shakes the house and scares the dogs. I respect the need for these exercises, but is there away to avoid flying directly over the islands?

(b)(6)

1532

Camano Island, WA 98282

The intrusion of military traffic is a much broader issue than the use of OLF on Whidbey Island. Nearly all of the training flights launched to eastern Washington/Oregon return to base over the northern end of Camano Island. Unfortunately, most of the returning aircraft fly over at a rather low altitude of 1500 - 2000 feet (my home is at 500'). These aircraft usually cross over with their flaps and gear down even though they are quite a distance from NAS Whidbey. The result of this condition is aircraft must have the throttles advanced to maintain air speed. The week of Jan 13 brought a flight of three helos over our house at an altitude low enough to cause surrounding trees whip in the prop wash and severely rattle the windows! And this is the crux of the problem for me... unnecessary and excessive noise. This can go on from late in the afternoon to late (10PM or later) in the evening. A better neighbor would modify the return path to over Skagit bay and instruct the aircraft to refrain from lowering their gear until making their final approach. This will become an even greater issue with the reported improvements to facilities and increased aircraft inventory at NAS Whidbey. Thank you for reviewing my comments...

(b)(6)

(b)(6)

1533

Eastsound, WA 98245

I live on Orcas Island and regularly hear the thunderous roar of the Growlers from Whidbey NAS. It is most disturbing and was certainly not something I needed to worry about when I moved here 22 years ago. I hear reports from people on Lopez Island, and from the more southern parts of Orcas Island, that windows rattle from the noise.

Port Townsend, WA 98368

To EA-18G EIS Project Manager Naval Facilities Engineering Command (NAVFAC) Atlantic Attn: Code EV21/SS 6506 Hampton Blvd., Norfolk. VA 23508 To whom it may concern: We are residents of Port Townsend, Washington and have grave concerns about the environmental impact of navy airfield operations at NAS Whidbey Island's Ault Field and outlying landing field in Coupeville. Both the current flights and the proposed expansion of other flights, including Growler flights, VAQ and FRS squadrons need to be curtailed. Noise and resulting vibration from increasing the navy plane flights over the past 10 years has already had a negative impact on our lives. The night flights we heard fly over our home in 2013 were so loud and low that they woke us, shook us and our home. Our concerns are for our own health, as well as for the impact of this significant noise pollution on the wildlife of Jefferson County, including the marine life in Admiralty Inlet and the Straits of Juan de Fuca and on the people and wildlife of Whidbey Island. Additionally there is an incredibly high waste of fuel to allow this type of exercise to continue, let alone expand it. Relevant issues include the impact on humans, the impact on land and marine wildlife, including the resident pods of Orca and other cetaceans. Another issue is the impact of the noise and resulting vibrations on the shore-side bluffs that slowly erode in wind and rain, that have collapsed recently, possible a result of the vibrations these flights cause. Scoping must include an alternative training method - perhaps the use of simulators instead of most of the actual flights. The high monetary cost and waste of fuel of each flight must also be part of the scoping process. If the Navy decides to do this anyway at the very least they must muffle the noise to the maximum extent possible. Expanding the flights is a most toxic idea. Thanks for your consideration,

Lopez Island, WA 98261

January 28, 2014 EIS Comment Subject: Mitigation I have lived on Lopez Island for nearly 20 years. Residents of this region have tolerated varying levels of military aircraft noise since the 1940's. Not surprisingly, there is an upper limit to the amount of noise that communities may be expected to tolerate. With the introduction of the EA-18G Growler that upper limit has been reached and exceeded. This EIS is essentially being conducted "after the fact." With increased numbers of flight ops and modifications to Ault Field to accommodate FCLP's, the transition is already accomplished. Perhaps this EIS is only being conducted as a formality. If the prior environmental assessments were considered valid, then this EIS will likely also support a finding of "no significant impact." That finding will in no way reflect the subjective experience of the residents of this area for whom the pollution of our aural environment is as objectionable as foul air and water. I believe that the designers of this aircraft failed to predict the psychological and psycho-physical effects of the EA 18-G's unique low-frequency sound signature (unless it was specifically designed to induce terror in enemy populations). The sound of this aircraft shatters the atmosphere. Its vibrational quality is impossible to get used to or ignore. When it is performing touch-and-go operations at Ault Field, residents of southern San Juan County might as well be living in the bowels of Mordor. How may the impacts of such an onerous sound be mitigated? The numbers of squadrons and Growler ops at NAS Whidbey need to be either greatly reduced or eliminated altogether . . . not increased. Failing that, the following mitigation strategies are also offered for consideration, but not without some sense of irony: 1.) An increase in the military budget to cover costs for dissemination of anti-depressant and anti-anxiety medications to populations living within a 20 - 30 mile radius of the air base. 2.) Availability of federal funding for auditory desensitization therapy with training in anger-management for individuals who find that their here-to-fore relatively satisfying lives have been ruined by the addition of EA-18G aircraft to this region. 4.) Counseling for high-level civic and military decision-makers that will enable them to recognize and admit that a mistake was made when they decided that the entire brunt of Navy Growler operations should be borne by the inhabitants of this one region. One meaning of the word "mitigation" is "to lessen the gravity of an offense or mistake." Much of what is already done needs to be undone in order for any real mitigation to occur. Sincerely, (b)(6) Lopez Island, Wa 98261

(b)(6)

A large grey rectangular redaction box covers the top left portion of the page, obscuring several lines of text.

1536

The Growlers should not fly on Whidbey Island. I am a nurse and these aircraft are loud, emitting noise at decibel levels which can damage hearing. This poses a health risk to the community. The jets are necessary and the pilots need a place to practice. Because these jets are so dangerously loud and disruptive however they should fly in non populated areas, not in a Historic Scenic Reserve with children's sports fields near the end of one of the runways. I think these planes should be moved to another base and not fly at NAS Whidbey.

Coupeville, WA 98239

The current Growler operations at the OLF Coupeville are incompatible with our business, which employs 12 people, and life in Ebey's Landing National Historic Reserve (ELNHR). I have lived and worked under the OLF flight path for 22 years. Prowler operations were almost always at night, scheduled, less frequent, and for shorter daily duration. Thus, we could live and work with the Prowlers. The Growlers operations are higher intensity (louder - to the point of hearing damage), more frequent, longer duration, and unpredictable. We cannot live and work with the current Growler operations at OLF, let alone with the increased operations of the additional aircraft of the proposed action. Another issue is that daylight OLF operations are incompatible with childrens sports (soccer and baseball, mainly) at the County Rhododendron Park. Damage to children (and their parent's) hearing is inevitable when flights are happening. A large part of the economy in Central Whidbey Island is based on tourism, for the draw of the natural beauty and of ELNHR. The current operations at OLF and proposed action threatens the economy of Coupeville and Central Whidbey Island. OLF Growler operations are incompatible with the history and way of life in Ebey's Landing National Historic Reserve. I support ending jet flight operations at OLF.

Oak Harbor, WA 98277

EA-18G EIS (codeEV21/SS) Project Manager, Naval Facilities Engineering Command (NAVFAC) Atlantic Sir; As a rather simple businessman, I always carefully research any new purchase that I intend to make so that I am aware of all of the possible defects in the product I am considering. In 1989 when we first came to Whidbey Island we did not buy property as we were from two thousand miles away and were not at all familiar with the pluses and minuses of the local landscape. We rented until late 1991 before we bought our first property on the island and I worked in Freeland for much if that time. We used our free time to explore the island and to learn more about our chosen surroundings. As we would need to be in a small business of some sort to support our later years we chose Oak Harbor as a location with opportunity. We carefully chose the location of our home so that it was not directly beneath the regular flight paths for training at Ault Field, and later when we chose our business location, we again chose a location that has only occasional overhead air traffic, but is still located in the zone that will attract notice and patronage from road traffic in the Ault Field area. This is normal "due diligence" that any person would normally be expected to do when considering an investment as great as buying a home or establishing a business. During this searching period, I was told by a friend that the Navy had run as many as 30,000 operations per year in training exercises for some of the planes that were stationed on Whidbey at the time, so I was well aware that this was a serious concern to be taken into consideration when making a major purchase of land on the island. My wife and I are very happy with the locations we chose for our home and extremely happy with the economic climate provided by the support of the Navy and it's personnel for small businesses in the area. I truly resent a newcomer, who failed to make any effort at "due diligence" in the choice of his home location; that he now wants to recover that blunder at the expense of all the rest of us here on the island by jeopardizing the Navy's ability to carry out it's mission. And no, there is no other practical place for the Navy at Ault Field to train it's men to operate their craft safely prior to actual deployment at sea where the risks are very great for pilots with insufficient training. The risk of loss of the men and their equipment are both unthinkable, and completely unnecessary! The facility to train is here, and has been here for over 50 years in continuous operations while at once supplying about 82% of the island's economy! It is truly unthinkable to allow a very few whining newcomers to endanger that wonderful island lifestyle that our present economic situation provides simply because they chose wrong in selecting their home sites. This failure of recent arrivals to choose locations carefully is not the Navy's fault, and should not be a burden placed upon them in the consideration of their future plans and growth. Please bear this in mind in the preparation of this EIS and it's later evaluation. (b)(6)

Oak Harbor, WA 98277

(b)(6)

1539

Lopez Island, WA 98261

We have lived 12 miles from Ault for 11 years. The new EA-18G's are nothing like the old jets. The noise now is intolerable even INSIDE our home. OUTSIDE, THE NOISE IS WORSE THAN THE TURBINE HALLS OF POWER PLANTS I HAVE VISITED WHICH ARE NOTORIOUS FOR THEIR NOISE LEVEL. This new regime is excessively detrimental to health, air quality and the economy (especially the tourist business) for the local residents. We feel as if we are living in a war zone. SUCH FREQUENT AND LOUD JET TRAINING MUST BE MOVED TO A LESS POPULATED AREA.

(b)(6)

1540

Camano Island, WA 98282

In a nutshell it's too loud for the area. I live on Camano Island and I used to love the sound of the planes on Wednesday night maneuvers but it has gotten painful for my ears when they fly. Plus the house vibrates and you can't hear or speak when they are overhead. The area has become too populated for Growlers due to the sound. Why not move them to a less populated base? Then there is the issue of land slides. It's hard not to believe that the sound vibrations haven't had an impact on the waterfront slides, especially when they are composed of sand on the West side of Whidbey.

(b)(6)

1541

Port Townsend, WA 98368

I moved to Port Townsend in 2007 to escape noise and hostility. I do not endorse the Big Brother militaristic and intrusive Federal policies now in place which are creeping like smog into every private arena. Border Patrol, drones, the NSA, and now fighter jets flying overhead. Paid for with our tax dollars. The noise of the jets is overwhelmingly loud. Do not increase the fly zone over Port Townsend.

(b)(6)

1542

Coupeville, WA 98239

I have a noise map that clearly shows that the end of Penn Cove is clear of planes. Currently the flight path is over my house. I have owned my house since 1980 and during the past many years the fighter jets did not pass into Penn Cove, now it has changed. Why? No one at the Navy seems to know anything about Island Counties noise zone. I had to explain it to the liaison officer and then she was able to locate the map on line, but still no comment or explanation to the current fly over. Please reply to me via email, thank you.

(b)(6)

1543

Camano Island, WA 98282

Regarding the flyovers above Camano Island of the jets. It is okay with me. They do not annoy us. We understand that training is necessary and it's comforting to know that we are safer with the jets in the vicinity. Keep up the good work.

(b)(6)

1544

Port Townsend, WA 98368

I have been a resident and tax payer of Port Townsend, Jefferson County, since I retired almost three years ago. I am writing to express my opposition to the expansion of the Whidbey Island training base for the Growlers. When the Growlers are flying, their engine noise is so loud, it's shocking. Our house rattles. This happens day and night, and I've experienced even worse noise when visiting Coupeville on Whidbey Island. I wouldn't want to live by an airport, and the current level of noise from the Growlers makes it seem like we are. Please find a new location, possibly in a desert, for these training flights. Please do not even consider bringing 737s to Whidbey Island, as this would only make the noise worse.

(b)(6)

1545

Camano Island, WA 98282

My wife and I thoroughly enjoy seeing and hearing your aircraft fly by or over our house. Some complain that the F-18 is much louder than the previous AC A-6 but this is not true. I served on a carrier in the 70's with all variants of the A-6 and I was stationed at NAS Whidbey. I have lived across the water from the base for 25 years and I believe the F-18 to be a much quieter aircraft. We are in full support of all Navy training activities and schedules. "GO NAVY"

(b)(6)

1546

Port Townsend, WA 98368

January 28, 2014 EA-18G EIS Project Manager (Code #FV21/22) NAVFAC Atlantic 6506 Hampton Blvd. Norfolk, VA 23508 To Whom It May Concern: I am a resident of Jefferson Co., Washington State. I have resided and paid taxes in Port Townsend for nearly 10 years. During that time the Navy has expanded its operations exponentially in our neighborhood. The Growlers and proposed 737's flying over head to well past midnight are unacceptable for a residential area. The noise levels are deafening and detrimental to our health as a community and especially to the elderly and the very young people who live here. The noise is so stressful, some folks have to leave the area when these flights are happening. There are other places these training flights could occur. The base in the Mojave would not impact a heavily ovulated area. Eastern Washington does not have the population density that occurs around Puget Sound and would be easily accessible. We rely on our beautiful scenery, pristine waters and incredible way of life to attract others to our area and as a way for us to make money. These jet noises are a direct threat economically to us and our property values. I am not against the Navy and appreciate what they do for us as a country. I am vehemently opposed to the expanded flights however over heavily populated areas of the country. Surely, the Navy can see the wisdom of doing their gaining elsewhere and not incurring the wrath of tax payers who will appeal directly to our elected officials for relief. Thank you for your consideration.

Yours Very Truly, (b)(6)

Port Townsend, WA 98368

(b)(6)

(b)(6)

1547

Port Townsend, WA 98368

January 28, 2014 EA-18G EIS Project Manager (Code #FV21/22) NAVFAC Atlantic 6506 Hampton Blvd. Norfolk, VA 23508 To Whom It May Concern: I am a resident of Jefferson Co., Washington State. I have resided and paid taxes in Port Townsend for nearly 10 years. During that time the Navy has expanded its operations exponentially in our neighborhood. The Growlers and proposed 737's flying over head to well past midnight are unacceptable for a residential area. The noise levels are deafening and detrimental to our health as a community and especially to the elderly and the very young people who live here. The noise is so stressful, some folks have to leave the area when these flights are happening. There are other places these training flights could occur. The base in the Mojave would not impact a heavily ovulated area. Eastern Washington does not have the population density that occurs around Puget Sound and would be easily accessible. We rely on our beautiful scenery, pristine waters and incredible way of life to attract others to our area and as a way for us to make money. These jet noises are a direct threat economically to us and our property values. I am not against the Navy and appreciate what they do for us as a country. I am vehemently opposed to the expanded flights however over heavily populated areas of the country. Surely, the Navy can see the wisdom of doing their gaining elsewhere and not incurring the wrath of tax payers who will appeal directly to our elected officials for relief. Thank you for your consideration.

Yours Very Truly, (b)(6) Port Townsend, WA 98368

(b)(6)

(b)(6)

1548

eastsound, WA 98245

This new rumbling "growling" sound is very disturbing and can be heard now at my house as well as on my daily hikes in Moran State Park. At first I thought we were having an earthquake. I was frightened then at the tremor, and now I am still frightened by it and appalled that we may continue to be subjected to this awful noise and military procedure.

(b)(6)

1549

Port Townsend, WA 98368

I'm in support of the expanding the number of jets using Whidbey's OLF because the costs of freedom include any noise discomfort that it's citizenry might experience as our brave airmen prepare to defend us with their lives if needed.

(b)(6)

1550

Camano Is, WA 98282

We live on an Easterly line w/the touch and go strip on Whidbey. Also the same as Boeing's 787 test flight path. Alt. determines dec. level, and neither hurts us...

(b)(6)

1551

Port Townsend, WA 98368

I am opposed to training flights in and around Whidbey Is. using the "Growler". It affects quality of life. You would think the Navy should be concerned about protecting quality of life. I don't wish for anymore additional flight training noise.

(b)(6)

1552

Coupeville, WA 98239

My father served in the US Navy. He was a decorated Veteran who recently passed away this last December. He was 89 years old. Thus, we support the US Navy. However, When we signed the document that affirmed we had received the notice of "sound invasion" from the OLF field we had no idea about the intense volume we would experience. It is beyond bearable. We, as a family, are concerned for our health and well-being. We can't be in our home and find peace and quiet. Please, reconsider your use of the OLF. Thank you.

Lopez Island, WA 98261

I have co-existed with the Whidbey Island naval base for many years. With the advent of the EA-18G Growler aircraft co-existence has become impossible. It is my understanding that the noise of these 'planes is, in fact, meant to be an additional aspect of their effectiveness in a war situation - noise as a weapon of war. Noise can also be used as an instrument of torture. It would seem that we, the local civilian population, are being treated as enemy combatants! Noise is an unavoidable aspect of modern life but there are limits to what people can tolerate without damage to mental and physical well-being and I think these aircraft breach those limits. It is January, inside with doors and windows closed, and I catch myself sitting white-knuckled, shoulders hunched and jaw-clenched. At times I am reduced to tears. I am stressed and exhausted and I know I am not alone in my reactions to this amount and level of noise. I appreciate that the Whidbey Island facility has been there for a long time but population density in the vicinity has greatly increased over the years and, most importantly, aircraft such as the EA-18G's has never been deployed there. There are many Boeing and military retirees in the area and people here are generally very supportive and understanding regarding our military I do not think we are being overly sensitive. Surely a home could be found for these 'planes where they would not impact population?

Coupeville, WA 98239

The following information is posted at

<http://disclosuredeception.wordpress.com/disclosure-statement/2014-disclosure/> The Navy is flying over citizens who have not had jet noise disclosed to them for 21 years. This page describes the new disclosure form. New 2014 Disclosure Form (will now be signed by all new prospective buyers and renters in the noise zones before purchase) Form 22W, revised in January by the Northwest Multiple Listing Service (NWMLS), will now be used in all real estate transactions in Island County by area realtors and escrow agents. The NWMLS forms committee has finally included the legally required information for buyers and renters with the builders information on the new form, after the County Planning Director clarified realtors were responsible for disclosing it. If you own property in the noise zones, you will be affected. Top of the New Form: Island County Code Section 9.44.050 Disclosure Statement The information highlighted on the new form below has been required by county law since 1992, but none of it had been included on the forms previously used by realtors since 1993, according to a Windermere office owner. Click to enlarge. 2014 22W top - 1992 buyers The Property may be located within Airport Environs mapped impacted area. There are currently 5 (five) active airport facilities in Island County. The Oak Harbor Airpark, the South Whidbey Airpark, and the Camano Airpark are general aviation facilities and are identified on maps available from the Island County Planning and Community Development Department. Ault Field and OLF Coupeville are tactical military jet aircraft facilities and are also identified on maps available from the Island County Planning and Community Development Department. Both Ault Field and OLF Coupeville are used for Field Carrier Landing Practice (FCLP) purposes. Practice sessions are routinely scheduled during day and night periods. Property in the vicinity of Ault Field and OLF Coupeville will routinely experience significant jet aircraft noise. As a result airport noise zones have been identified in the immediate area of Ault Field and OLF Coupeville. Jet aircraft noise is not, however, confined to the boundaries of these zones. Additionally, the noise generated by the single flyover of a military jet may exceed the average noise level depicted by the airport noise zones and may exceed 100 (one-hundred) dba. More specific information regarding airport operation and aircraft noise can be obtained by calling the Community Planning Liaison Office at NAS Whidbey Island and the Island County Planning and Community Development Department. Bottom of the New Form: (Island County Code Section 14.01B.100 Disclosure Statement This is the builders disclosure that had been used alone by realtors for buyers and renters for possibly 21 years. The NWMLS is in the process of confirming the 1993 date for Janis Reid that she obtained from an area realtor and included in a Whidbey New Times article. Click to enlarge 2014 22W bottom - 1993 builders The Property may be 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. This form will serve as a permanent testament to the disclosure deception. The top shows information buyers did not get; the bottom shows the confusing information they were given. Will they be given a map

showing the location of their property in the zones? We'll have to wait and see. What should buyers and renters have done when they first noticed the noise was beyond what was in their noise disclosure? Should they have sought legal recourse immediately, or might an extended statute of limitations apply? When first recognizing the full extent of the noise and the effect it would have on their lives, many buyers would begin to research. If they went to the Internet, the most recent Island County Noise Disclosure they would find would have almost exactly the same wording as what they signed. Click to enlarge. 2002 ND Internet research, no map They would not notice it was for builders. They would assume the disclosure they signed was county law. They would notice the NWMLS copyright at the top of their form, showing it was produced by attorneys, and assume it was drafted responsibly. They may not have noticed that maps should have been provided (which were not). Click to enlarge. Internet ND Builders and Maps If a citizen contacted the Navy about inadequate disclosure, the Navy Liaison would respond with something like the following statement by current Navy Liaison, Jennifer Meyer: Thank you for your comments and suggestions. While it is true that others have suggested a more strongly worded disclosure statement, many others have used the disclosure notice to investigate further until all their questions were answered prior to purchase. Clearly this is the ideal circumstance and not all homebuyers avail themselves of this information. This message would be accompanied by the legal 1992 noise disclosure the Navy assumed all buyers and renters received, only it was called the ordinance. The citizen would think the ordinance in the message was the ordinance referred to in the form they signed, not the form itself. Total confusion and self-blame would be the result. If they contacted someone at the County offices about inadequate disclosure, some would be told to move back to where they came from. If they contacted County Commissioners, they would be ignored. As time passed, they would become fully aware that Whidbey Island is primarily a military jet installation community, and wonder how they made such a bad decision, signing a noise disclosure they did not understand. How could they understand? It was not intended for them. Trying to adapt, or moving, would seem the only two choices, and the financial, time/energy, and emotional cost of a move is too high for most. Hundreds of intelligent, educated, diligent buyers and renters have probably done this type of research over the last 21 years to try to find out what went wrong and what their recourse might be. Some were attorneys. The deception was hidden so completely that no one had been successful in uncovering the fact that the disclosure used was not what was legally required. Should this legal research have been pursued even more diligently by buyers and renters before they bought? Or, is there a reasonable expectation that it should have been done by the NWMLS forms committee? Buyers and renters expect legal disclosure from their realtors. Realtors expect the NWMLS attorneys to do the legal research. They carry insurance in case they don't. Who will be informed and protected with this new disclosure? New buyers and renters will not be informed or protected. Noise at their new home may reach 119+. See the Noise Charts. To compare 100+ decibels disclosed with the possible 119+ reality, on one chart, the difference would be a comparison between a motorcycle and an air raid siren. That would be a surprise no one would want. Lilly Positions and Statistics Sellers and lessees will not benefit, either. The new disclosure will be frightening in itself. But it will alarm their future buyers and renters enough to thoroughly investigate jet noise on the Internet. In the past, properties could sit until a buyer came along who did not know about the jets. Out-of-town buyers, locals who have not spent enough time in the noise zones, and people too easily tempted by a "great deal" will no longer be dependable prospects for

life with the jets. The injury done by 21 years of non-disclosure can't be undone with a form. Damage deserves remedy. Do you want to take Action?

Coupeville, WA 98239

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life with the jets. The injury done by 21 years of non-disclosure can't be undone with a form. Damage deserves remedy. Do you want to take Action?

This information is posted at: <http://disclosuredeception.wordpress.com/action/> The Navy should understand the litigation that is underway because, instead of recommending appropriate language for a disclosure form in Island County for builders in 1993 and again in 2002 where the Navy is on record in the 8-12-2002 commissioners meeting supporting and recommending the misleading language, the Navy seems to have been swept up in community popularity of pro-navy supporters and ignored the probable pain of buyers who would be trapped under the jets instead of told about them. People surprised by jet noise after they move understandably get very mad, as the Navy knows. How could the information coming from the money and the effort preparing an AICUZ be denied to buyers because the Navy failed to properly check the ordinances for protection of buyers? Here is the content of the Action page posted on the site. It is the beginning point for the litigation that is in progress against the realtors and MLS, but should also be against the County and the Navy for providing the language realtors have been using for 21 years. Builders needed to be told, too. Here is the page content: Action: What can you do? There are three important questions for buyers and renters in the noise zones. Look at the new 2014 Disclosure Form that the NWMLS forms committee drafted to meet the standards of county law that was adopted in 1992. Now look at the NWMLS form you likely signed. If you purchased since 1993, you were likely given this form, intended for builders. There are three questions to consider: First question: Is your property located in a noise zone? Check the Noise Zone Map. Second question: Did you purchase your property after 1993? The MLS is verifying the actual date a form was first put into use that did not have the legally required information, but a local Windermere office owner gave 1993 as the date. Whatever form you signed, since the 1992 noise disclosure was adopted into county law, all of the following information, plus the noise zone maps, have been required in any Island County noise disclosure: single flight incidents may exceed 100+ decibels day/night flights, military jet aircraft, noise is not confined to the boundaries of the zones airfields used for field carrier landing practice (FLCP) routine noise County and Navy sources for more information, Third question: Do you want to learn about your options? There may be a remedy for harm including nuisance (disruption of life because of noise), health issues, moving costs, taxes, home staging, realtor fees, upcoming drop in property values as a new disclosure processes go into effect, and more. Do you want to be notified of possible meetings, new information, and possible legal action? You may like your realtor, but you deserved the information required by law. Over time, we'll all discover what our options might be and act on them, individually, or as a group. The target of action will likely include those who were involved in the preparation of the realtor disclosure forms which misled so many people when they decided where to move their families. Non-disclosure of noise is much more serious than non-disclosure of problems such as mold, foundation, or roof which can normally be fixed without a move costing tens of thousands of dollars, months of work, and extreme stress on a family. Several attorneys have expressed an interest in representing citizens who have been harmed in a class action law suit. Leaders in our local community show little remorse, actually defending illegal non-disclosure and attacking people who criticize what was done. Realtors carry insurance for non-disclosure, and a message should be sent to the Northwest MLS that non disclosure is not acceptable, especially since the county has

stated it has limited resources to prosecute. Complete the following form to receive information about the noise disclosure issue, and possible legal action:

[contact-form][contact-field label='Name' type='name' required='1'] [contact-field label='Email' type='email' required='1'] [contact-field label='Date of Purchase or Lease' type='text' required='1'] [contact-field label='Address or Nearest Cross Streets' type='text' required='1'] [contact-field label='Comment' type='textarea'] [/contact-form] Tell your story. Tell your story. You have a story if: 1. You never signed a disclosure. Ask your realtor. If you signed one, they have a copy. 2. You signed a disclosure which did not include the required information and map, even if your realtors told you about aspects of the noise. 3. Your realtor or the seller reassured you about jet noise. Tell your story by going to the Tell Your Story page. The Navy, the County, the NWMLS, the National Association of Realtors, and area realtors need to know what happens when people are trapped, not told. We need to be heard, not ignored, especially since more and more jets are coming, and they are getting louder and louder. We need to be heard in order to stop the escalation. Email a link to this site (cut and paste www.disclosuredeception.wordpress.com) to anyone who might be able to help with legal action, provide influence, or produce press coverage. Include a short, personal message. The COER website provides additional "Who to Contact" links to leaders in the Navy, city, state, and national government for you to contact. Visit the The Citizens of Ebey's Reserve (COER) website: www.citizensofbebeyreserve.com The Citizens of Ebey's Reserve (COER) has done a professional, thorough job of researching the effects of jet noise. Go to the web site to learn about the health and learning problems associated decibel levels that are off most charts, and illegal everywhere else except around homes under the jet path. COER, after exhausting every other option, sued the Navy in order to require research on the impact of the Growler Jets. The Navy has a terrible track record of measuring noise and its impact, and must be held accountable to ensure they will not skew information. This suit, and other forms of research like the noise study, will continue to require legal action, which requires money. Don't let the money required run short. Any donation to COER will help. Write a comment for the Environment Impact Study. Send it to WhidbeyEIS@navy.mil Ask the Navy to study the role the Navy played in supporting and recommending the 1993 and 2002 noise disclosure. Ask them how knowledge of no disclosure for 21 years will affect their decisions on how low, how loud, and how often they intend to fly over families in densely populated neighborhoods, in crash zones, that were trapped, not told. Ask them why EPA, FAA, and DoD, guidelines were not followed based on possible poor leadership and lack of concern for 5th amendment rights.

(b)(6)

1557

Oak Harbor, WA 98277

I have lived in Oak Harbor Washington since I was nine and I lived right by the air base over on Crosby Road. I heard the airplanes every night and every morning every day. I don't have hearing problems related to the noise. I lived in other places where you heard the trains or ambulances. I personally signed a noise document when I got into my current apartment. I love it here I missed the sound the of the planes I moved back to Oak Harbor.

Coupeville, WA 98239

Buyers in the jet zones will now get legal noise disclosure. It won't be accurate, but it will be alarming enough for prospective buyers to do Internet research. It is impossible to search for information about jet noise in Island County without finding the COER site and the Lilly Report. With training schedules published, buyers will be able to go to a property and experience the jets. Property values are going to tank. They have, already. Though many owners likely were motivated to get their homes sold when the jets were not flying, the press about the noise and the information available was likely a factor. Go to <http://www.redfin.com/zipcode/98239> to see what is happening to the numbers of houses sold. In the 98239 Coupeville jet noise zip code, sales are down 40% and listings down 20%. For 98249 in Freeland, they are up 33% for sales, and 19.1% for listings. For 98260 in Langley, they are up 42% for sales and 26.1% for listings. The Navy has taken our property by not taking action against a misleading form they are on record for supporting in the 8-12-2002 Island County Commissioners Meeting. It is ridiculous to say the Navy has no say in County ordinance. Navy influence is great. Pro-Navy empowerment and popularity has probably affected good judgment, and that should be investigated. Now that people know the disclosure they signed was confusing because it was probably intended to be, they are mad. Current litigation for non-disclosure against realtors and the MLS should also be directed against the Navy and the County, but unfortunately, they are protected against causing harm. With more and more press, more and more people will know. Is the Navy willing to fly over densely populated neighborhoods in crash zones where there has been no disclosure of noise and crash risk for the last two decades? Will the Navy, in effect, take all of the property around the OLF, as if good training couldn't occur in the strongest military force in the world without that particular strip of land? In the past, public outcry has peaked with specific incidents and gone away. In a world informed by the Internet, the incidents and overall facts are permanent public record. COER and Citizens Harmed by Disclosure Deception are permanent. They are not going away. The litigation will go on for at least 2 years. The damage to property will probably be more. OLF must go.

(b)(6)

1559

Port Townsend, WA 98368

My husband and I are adamantly opposed to the flight operations at the Naval Air Station on Whidbey Island's Outlying Landing Field near Coupeville, Washington. My husband and I moved to Port Townsend 14 years ago to the area called, 'North Beach.' When we relocated to this Victorian Seaport town, we never imagined we would be subjected to the noise of EA-18G Growler Jets as we were sipping our morning coffee on a bright and beautiful morning. The noise pollution alone is enough to set a person on edge. All a person has to do is simply Google "contrails and Navy jets" and they will be rewarded with a plethora of connections to global warming and/or climate change caused by the patchwork of contrails left behind from the afore mentioned jets. To my understanding, the Navy has access to other locations (Mojave Desert) where these jets can be stationed. We did not move to the great Northwest to wake up to the sound of fighter jets.

(b)(6)

1560

Port Townsend, WA 98368

How can I support the expansion proposal for the naval air station on Whidbey when the current levels of noise from both day and night overflights -- especially from night flights using the OLF -- already have a negative impact on those of us who live in Port Townsend? Increases in the number of aircraft is unacceptable.

Lopez Island, WA 98261

EIS Comment Subject: Mitigation, Public notification of flight schedules January 30, 2014
Increased EA-18G flight activity from Ault Field has resulted in a correlative increase in disturbance from jet noise to residents of San Juan County. As a consequence, it may be prudent and fair for the Navy to initiate some mitigation strategies to offset the impacts of ongoing Growler noise effective immediately and for the duration of the EIS process. Please consider posting information regarding daily planned flight activities on the NAS Whidbey website. This is particularly important as regards Field Carrier Landing Practice at Ault Field. Noise from this activity is extremely disturbing to residents of this county. Making this information readily available to the public will allow residents to be better able to anticipate when their lives will be most impacted so that they may employ whatever coping strategies they have developed as a response. (For example, if I am able to know in advance the time and planned duration for FCLPs, I will plan to leave my home and travel to a more distant location in the islands for that time period. The noise at my home, less than 10 miles from Ault Field, becomes intolerable at those times.) As I understand it, a decision was made to post planned flight schedules for touch-and-go's at OLF, but that information is only available to people who choose to create a Facebook account. This information should be available to the public through the Navy's own website. Many people do not want to participate in Facebook, for various reasons. According to Wikipedia, "Since 2010 the National Security Agency has been taking Facebook profile information from users to discover who their allies, friends, and colleagues are. The number one reason for users to quit Facebook was privacy concerns." Facebook is a commercial corporate entity and people should not be required to "join" it in order to receive public information. Please consider making information on planned flight activities at Ault Field easily available to residents of this region. (b)(6) Lopez

(b)(6)

1562

Greenbank, WA 98253

The current level of noise generated by flights from the outlying field in Coupeville are excessive and should be reduced, not increased by the proposed action. The current noise level causes my poultry to stop laying eggs, severely impacting our breeding program and causing economic loss. In addition, there is economic impact of veterinary visits and medications for our pets for sedation due to the effect of excessive noise by plane flights causing severe behavioral disturbances that endanger their health and well-being. The noise impact disturbs my personal well-being, interrupts sleep, and therefore has a potential negative health impact. Flights and the noise associated with flights from OLF should be reduced for the protection of public health and safety and the economic well-being of the community.

Port Townsend, WA 98368

U. S. Navy EA-18G EIS Project Manager (Code EV 21/SS) NAVFAC Atlantic 6506
Hampton Blvd. Norfolk, VA 23508 e-mail: WhidbeyEIS@navy.mil cc:
citizensoftheebeyreserve2@gmail.com Barak Obama, President of the United States
Jay Inslee, Governor of Washington State Patty Murray, US Senator, Washington State
Maria Cantwell, US Senator, Washington State Derek Kilmer, US Representative, 6th
District, Washington State Greetings, I wish to thank you for the opportunity to submit my
comments related to the EIS currently being conducted for EA-18G Growler Airfield
operations at Naval Air Station, Whidbey Island, WA. I am deeply concerned about the
continued and proposed increased use of the Coupeville Outlying Field by the U.S. Navy.
The new jets are louder and they are flying far more often until well after midnight during
the work week; they are disrupting personal lives and local economy which is reliant upon
tourism, permanently damaging our hearing with decibels far exceeding safety levels,
and endangering the environment. As a resident of the Fort Worden neighborhood since
1984, I have made numerous complaint calls to the Navy and can observe and hear the
planes at OLF from inside my home. I am a former member of W.I.S.E. Whidbey
Islanders for a Sound Environment. I supported Port Townsend Mayor Brent Shirley in
his attempts to stop Navy jet flights directly over the City of Port Townsend and Fort
Worden State Park. The major noise impact in the Port Townsend area is when the
planes turn from south to east to north, approaching the OLF runway. At this time, the
noise is extremely loud, and I have observed it several hours after midnight on countless
occasions. I have definitely noticed significantly louder noise since 2009 when the
EA-18G Growlers have been replacing the EA-6B Prowlers. I urge a noise study to be
made and published on noise levels throughout the North Puget Sound, Admiralty Inlet,
San Juan Islands and the Straits of Juan de Fuca, Rosario and de Haro. Another impact
is various fly-overs in the Port Townsend and Fort Worden area. For many years, I have
observed the P-3 Orion prop planes circle through the Admiralty Inlet area, quite close to,
and occasionally directly over the City of Port Townsend. While noisy, they are much
quieter than the P-8 Poseidon jet, which is replacing them. I urge that noise studies
address this impact, also. The following are a list of topics that need to be addressed
thoroughly. NOISE: The Navy considers any sound above 84dB as noise hazardous, or
having the potential to cause hearing loss. The F/A-18E/F Growler aircraft emits, a
maximum of 150 dBs, high enough to result in permanent hearing loss. 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 (Fort
Casey, Fort Worden, Fort Flagler, fort Ebey, Deception Pass, etc.) and the affected
portion of Olympic National Park, affected portions of Skagit County, Jefferson County
including Port Townsend, San Juan County, and on the water where boaters may be
subjected to the noise. Real-time high noise events experienced with each touch-and-go
operation should be measured rather than averages over periods when the jets aren't
even flying. 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. The adverse noise impacts to wildlife must be studied and disclosed. In particular, impacts in areas where there are aggregations of birds 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. Additionally, impacts of noise on livestock also need to be disclosed. HEALTH: 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: the World Health Organization, the US Department of Transportation, and the US Environmental Protection Agency. The EIS needs to consider the variable ages of the affected human population especially youth. There needs to be particular consideration of travelers 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., such as the increased rates of cardiovascular disease). 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 with a system allowing members of the public to report fuel dumping. These results need to be evaluated both in terms of human and animal (livestock and wildlife) health and effects on vegetation, including forest trees. 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 impacts to aquatic systems, including both freshwater and marine waters that may be receiving dumped fuel. The impacts to human and animal health from electromagnetic radiation from antenna farms and radar installations needs to be investigated and disclosed. NAS Whidbey's greenhouse gas emissions should be disclosed, including that portion attributable to touch-and-go carrier training. 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. Keeping it open will cause some of the people of the North Puget Sound area permanent hearing loss; air pollution from fuel dumps in the air; risk of jets crashing into civilians' houses. ENVIRONMENT: The OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting recreational/tourist use and appreciation. Please fully consider the real effects of OLF operations on these significant values. Air Pollution and Climate Change Pollution from jet aircraft releases harmful greenhouse gases that will contribute to climate disruption. VEGETATION MANAGEMENT: The EIS needs to address weed control around OLF, particularly of Canada Thistle, blackberry & Scotch Broom. There are several rare plants and communities present on NAS Whidbey including forest at Rhododendron Park, prairie remnants on Smith Prairie (including the presence of the federal and state listed Golden Paintbrush), 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. Without active management, degradation is predictable and should be discussed. GEOLOGIC IMPACT: An examination of the possible impact of aircraft noise and ground vibrations on the various island slide areas

including in the Ledgewood Beach community on Whidbey Island and the bluff collapse at Chetzemoka Park in Port Townsend. ALTERNATIVES TO OLF: The OLF was not used for the second half of 2013, during which time training has been conducted elsewhere. Less populated areas should be considered for Touch & Go traffic required for training. This would make it safer for everyone including the Navy families living under the planes. Yakima is an option with airfields and facilities to accommodate staff. It is less than ten minutes by growler to eastern WA. & these planes all ready use this area regularly. Thank you for the opportunity to contribute to this Environmental Impact Statement. Sincerely, (b)(6) Port Townsend, WA 98368

(b)(6)

1564

Lopez Island, WA 98261

EIS Comment Subject: Comprehensive/NWTRC January 30, 2014 In the interest of providing a comprehensive EIS re: noise impacts of EA-18G aircraft activity, please include considerations of additional impacts from the proposed expansion of the NW Training Range Complex (Draft EIS, Alternatives 1 and 2.) Section 2.7.1.1 of that document states, "The Navy would increase the tempo of air combat maneuver training from 160 events per year to 550 events per year due to introduction of the EA-18G aircraft." Noise impacts from the Growler will not be adequately accounted for if not studied in the context of additional aircraft noise and other environmental impacts anticipated by expansion of the NWTRC, including noise from P8-A's, as well as F-35 Joint Strike Fighter Training for transient aircraft using Ault Field. (b)(6)

(b)(6) Lopez Island, WA 98261

(b)(6)

1565

PORT TOWNSEND , WA 98368

Please stop flying over Port Townsend , You make think you are helping make us remain free , But you warriors don't have a war right now . So why don't you quit your war of noise on us Taxpayers . best regrads (b)(6)

(b)(6)

1566

Camano Island, WA 98282

Living on an island adjacent to Whidbey Island, the impact of the new E-18 to our midst is 2 fold. 1. Approach: The Intermediate or Base approach to the Final approach to the North Runway is immediately above our residence and the E-18 is multiply-times louder than the E-6. Please adjust 1 or more miles to the North. 2. Maintenance engine runups. The essential engine tests are done on base with the aircraft facing North (a deduction) and are extremely irritating around 10pm. and there does not appear to be any Noise Reduction Screens available or in use. (This is a new problem with the E-18). My wife says that she was raised in Tornado Alley and she thinks that she needs to head for the storm cellar when those engines are run to 100% power. I love my Country (6 Air medals for Combat Rescue in Vietnam) and I love the Navy (Open heart surgery in 1996 Navy Hosrital, San Diego). Thank you!

(b)(6)

1567

Coupeville, WA 98239

We are very thankful for the Navy operations on Whidbey, and enjoy seeing the Growlers. We realize they are protecting our country and freedoms. Very noteworthy that the leader of the anti-OLF group signed a noise disclosure statement when he purchased a home in a well known noise corridor, and then denied it. When the signed document became public he lost all credibility and shows his lack of integrity. Additionally, claims that the Growlers are noisier than the A-6 aircraft are questionable. We support the Navy 100%, as do the vast majority on Whidbey and nearby communities.

Port Townsend, WA

Please make sure the EIS is thorough and complete. Please include 1) all the aircraft operations that will come to Whidbey; 2) real life noise (do not average with times jets are not flying); 3) alternatives (could this happen somewhere not by a national park?); 4) affects on business (especially tourism) and land values; 5) health, both of children and adults (including noise, but also toxins and crash incidence); and 6) the environment. Thank you.

(b)(6)

1569

Camano Island, WA 98282

1/30/2014 Dear Sirs: Please know I am pro-Navy. My father & husband both served. My uncle and cousin both graduated the Academy & were career officers. We live on the west side of Camano Island, across from Penn Cove. I understand that planes are noisy. However, it is the degree and frequency of noise that has increased substantially that is not acceptable. If our windows vibrate from the noise, I can only imagine what it must be like in Coupeville! The planned noise levels and number of plane takeoffs & landings must be rethought with compromise to ensure our quality of life on our two Islands is not compromised. The Navy needs to make adjustments to continue to be the "good neighbor" they have been for so many years. Sincerely, (b)(6)

Bill Evans
86 School Rd
Lopez Island, WA 98261

1570

My name is Bill Evans and I am the Superintendent of the Lopez Island School District on Lopez Island, state of Washington. At their regular scheduled school board meeting of January 29, 2014, the Lopez Island School District Board of Directors unanimously approved a motion that directed me, as Superintendent, to submit a comment regarding the matter of the Navy Whidbey Environmental Impact Statement re. Jet noise and possible other pollutants for which the EIS is being conducted. COMMENT: It is the School District and the Board of Director's considered recommendation and request that the EIS include comprehensive and thorough study into the possible effects of jet noise and any other potential pollutants being studied, upon the health, welfare, and learning of the young people of Lopez Island and Lopez Island School District, including our school on Decatur Island - Decatur School, on Decatur Island, state of Washington. Thank you very much for your consideration of this request. Bill Evans, Superintendent

Camano Island, WA 98282

May I submit the following: The EA-18 Growler's operating at Whidbey NAS and the adjacent OLF have impacted my family life here on Camano Island. The noise is excessively loud, is not limited to certain times of the day or night, and makes it virtually impossible to work outside in the garden when they are operating or live in peace in our home. It is unpleasant even closed up inside the house with all the doors and windows closed. Their operation is a new source of stress to our family, the environment, and the surrounding communities on Whidbey, northwest Snohomish, western Skagit, the San Juan Islands, and even over on the Olympic Peninsula near Port Townsend. Numerous scientific studies have shown that excessive noise that exceeds safe decibel levels can..

- 1) Cause hearing loss. Prolonged exposure can actually change the structure of the hair cells in the inner ear, resulting in hearing loss. It can also cause tinnitus, a ringing, roaring, buzzing, or clicking in the ears.
- 2) Increase the risk for cardiovascular problems such as elevated blood pressure, loss of sleep, increased heart rate, cardiovascular constriction, labored breathing, and changes in brain chemistry.
- 3) Become a source of frustration and is associated with difficulty in concentration, disturbance of rest, physical and mental fatigue. Low frequency noise of 50 to 60 dB affects the higher center of the brain and causes an alternation in the normal sleep pattern and prevents sound sleep.
- 4) Cause physiological effects such as neurosis, hypertension, an increase in sweating, hepatic diseases, giddiness, peptic ulcers, and undesirable change in gastro intestinal activities.

Some form of mitigation of this noise must be implemented for the Growler's operating here. Either the times and duration of their operation must be limited to 9-5pm when families are either at work or in school, or the Navy must get the plane's manufacturer to engineer a solution to make the jet engines less noisy. We live on the north end of Camano Island and one would think that this is far enough away from either the NAS or the OLF in Coupeville. However, it's not. The jets from the NAS fly directly over the north end of Camano, causing excessive noise at all hours of the day and night. My school children are often awakened by the noise in the evenings. We live on the waterfront west side of Camano directly opposite Penn Cove on Whidbey Island. When the jets are operating at the OLF in Coupeville, we can see them touch and go and the noise carries directly across the water from many many miles away. You can't be outside and not be impacted and we even hear them with all the windows and doors closed. If I had to describe my feelings about the jets and subsequently about the US Navy, I would phrase it as a form of domestic terror being inflicted upon us. This kind of environmental and public health hazard is not what the US Navy should be inflicting upon us. Sometimes I feel like I live in Bagdad or Kabul and the Navy is making me its war victim. Some type of limitation must be implemented on this or the noise is going to galvanize the public to protest and get our elected officials to act.

lopez island, WA 98261

Another point before the comment period ends, please consider the impact of the noise on the students on Lopez Island. Noise not only occurs over the school but also during evening and night hours at the students' homes. This disruption and the potential for noise level damage (okay I know the headphones and stereos are loud) but that combination can truly have lasting impact on the youth living on Lopez Island. Please consider that in the EIS. And I do ask that the EIS consider as an employer I need to provide hearing protection, but yet it is the ambient noise from Navy Whidbey that is louder than the chain saws or tractors. For the Freedom isn't Free language - please consider in the EIS that many of our 'freedoms' means we have hearing loss, property value degradations, and loss of enjoyment of our lives - so really is that freedom for us? Thank you so much for expanding the scope of the EIS to cover all the pertinent material and not just the bare minimum. And thank you to Jennifer at Navy Whidbey who did respond to a noise hotline call. I realize your business is Navy Whidbey. Mine is trying to have a reasonable life when having to endure noise that could be accommodated elsewhere in a more effective and efficient manner. Use smart thinking Navy. You have the brainpower. Do it! Don't just say well just because we can do it or we have done it...

(b)(6)

1573

Camano Island, WA 98282

Just a follow up to a comment from yesterday. I remember a billboard leading to the air base that said "The sound you hear is the sound of freedom". I don't know if that is still there but I think it's a good idea to remind peoples that you are here for a purpose. I know it's not plausible but I would like a sign like that to be installed on the approach to Camano Island. "GO NAVY".

(b)(6)

1574

Port Townsend, WA 98368

I have been a resident of Port Townsend since 1981. My home is right near Fort Worden and the Straits of Juan de Fuca. In the past two years the noise from Navy Jet exercises flying over my house has been exceeding loud and disturbing. These loud flights have greatly increased in number. I strongly urge the Navy not to increase the number and size of jets practicing in our area. In fact I want these practices to be REDUCED. Thank you for considering these comments.

Lopez Island, WA 98261

I am a resident of Lopez Island and am writing you concerning the issue of increased aircraft activity at Ault Field and OLP - Coupeville, on Whidbey Island, WA. First of all I appreciate all that our Armed Forces are doing/have done to ensure the security of our nation. You have a challenging task before you, as do other Branches of the Armed Forces. However, I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary Squadrons (10 aircraft), and the addition of three additional Growler aircraft to the training squadron. I am also concerned about the impacts should the Navy increase training programs and add additional aircraft at both Ault Field and OLF - Coupeville. Last Summer I took strong note of increased flights and substantial increases in jet noise while in the Holding Lanes at the Washington State Ferries Anacortes Terminal. Last Fall, I stopped at Deception Pass State Park for a moment and the jet noise overhead was deafening. I was very relieved to leave the Park and made a mental note that I would not return to the Park until the noise levels were reduced. Deception Pass State Park is one of the most popular parks in the State Park system. A drop in patronage would be detrimental to tourism in the area, not to mention the Park Department's Budget. I've heard reports that the increase in noise was due to an East-West Runway at Ault Field being rebuilt, and that much of the flight noise I was witnessing was coming from the use of a North-South Runway. I have noticed in recent weeks resumption of flights over the South end of Lopez, but there is a change in the noise level, an intrusive change. The sounds appear to be in lower tonal ranges and cause much more noise penetration and vibrations. If this type of activity continues, and indeed increases, there will be a definite environment impact for citizens. Carried out to the extreme, it will affect property values. I've also noticed sounds of jets revving up engines from a stationary position. Again, can be disturbing. My bottom-line question is this: What can be done to ameliorate the excessive sound levels and still allow the Navy to do its job?? I would be most interested in learning information that addresses these issues. Thank you. (b)(6) Lopez Island, WA

(b)(6)

1576

Camano Island, WA 98282

I respect our military and their need to train. The F18 is a loud plane that is not appropriate for a heavily populated area. My home is your current flight pattern and the after burner noise is unreasonable. Perhaps if the flight pattern was redirected over the sea, the Navy would be a better neighbor.

(b)(6)

1577

Port Townsend, WA 98368

The noise level from the jets even in Port Townsend is impressive. It actually vibrates your body. At bed time, it makes sleeping very difficult. And then in the morning, you aren't able to function at your fullest and jeopardize employment.

(b)(6)

1578

Port Townsend, WA 98368

I chose to live where I do for the peace and quiet. If you fly louder jets more frequently it will degrade the quality of my life and the others around me. Please don't, (b)(6)

(b)(6)

1579

Camano Island, WA 98282-8506

In the 15 years I've lived on the island, I have called NAS Whidbey twice to complain about the loud Navy jet noise. We live 3 to 4 miles east of the OLF at Coupeville on a bluff overlooking Saratoga Passage. Most of those years, the arriving flight pattern has been just 1/2 mile to the north of us (where the land lays at sea level). When returning pilots strayed 1/2 mile south, and prematurely de-cended, they were right over our heads (we are 200' to 300' above sea level) and it was very painful to the ears. When there were several returning planes in succession, I would stand with my hands over my ears, and/or retreat into the house. The very worst experience occurred as I lay, resting on my bed, on a sunny, summer day with the windows wide open. A plane flew so low and so close, I was sure it was coming into the room. Recently a larger, more powerful and much LOUDER plane has arrived on the scene. It has a noticeable increase in jet noise. I can't help but feel concern about how it impacts my health, the community, and Camano's environment. This is serious, and the knowledge that an additional two squadrons will be stationed locally doesn't just concern me, it alarms me. Surely there are other options. We have just been through many days of 20 degree weather, and currently days of highly unhealthy air quality!!!! PLEASE don't add to these stressors. I love my peaceful island. I want to be able to be outside to enjoy it. (b)(6) p.s. Thank you for all you do to keep us safe.

(b)(6)

1580

Port Townsend , WA 98368

The noise of jets at North Beach and Port Townsend is far too much even without the increase. At times the sky will rumble as if we are on a runway for 7 or 8 hours, and far into the night past normal bedtimes for working people. The war zone is not here in America above our heads, so why does it feel as if it is?

(b)(6)

1581

Camano Island, WA 98282

I'll be brief since, hopefully, you will have many comments to read. I moved from Orange County to establish my acoustic life here on Camano Island. While living in Rancho Santa Margarita, right under the flight path of the El Toro Marine Base, we were subjected to jet noise until they moved them to Miramar. The good but selfish and wealthy folks of Newport Beach tried and failed to move SNA to the air field to operate a 24 hr airport NOT in their backyard. The communities of Rancho Santa Margarita, Trabuco Canyon, El Toro, Mission Viejo, Laguna Niguel are living happily ever after. This is exactly my point. Noise cannot be contained. Loud jet noise coming from the skies pollutes, disturbs the peace and frightens the wildlife and me. Yes, the gov't has the best real estate so why not help us preserve it. There must be other air fields you can practice. There have to be. There is no co-existing with a jet or 6 or 10 in the neighborhood. Respectfully submitted,

(b)(6)

Island

Greenbank, WA 98253

The use of the Naval Air Station Whidbey Coupeville Outlying field has had a direct negative impact on me my entire life. I am a lifelong resident of central Whidbey since I was a very small child and even though I don't live directly adjacent to OLF the aircraft using OLF frequently pass over or very close to my house. In recent years the increase in the use of OLF and the introduction of new, louder, aircraft at NAS Whidbey has caused a significant increase in the negative impact that OLF, and NAS Whidbey operations in general, have on my life. The introduction of the EA-18G Growler aircraft has caused a significant increase in both the frequency of instances where the aircraft noise interferes in my day to day life and an increase in the noise level when the aircraft are flying. In two instances since the EA-18G Growler was brought into use at NAS Whidbey the windows in my house have actually vibrated and rattled due to the incredibly loud noise from the aircraft flying over my house. This had never happened before when other types of jets from NAS Whidbey flew near or over my house and was a very disturbing experience for me and that caused many of my animals housed in my barn to panic and run around their pens in fear due to the noise and vibrations of their pens and cages caused by the noise. I keep careful track of laying output and fertility rates of my poultry as I raise high quality purebred poultry for breeding. After both incidents the number of eggs laid per day decreased by 30-45% in the 2 weeks after these incidents and there was a sharp drop of over 40 % in fertility of eggs laid in the 2 weeks after these incidents. If the incidence of this level of noise was to become more common it would cause me to have to either move off of Whidbey Island or stop raising poultry (which is not an option as I have already dedicated years of effort to establish high the level of quality of bloodlines needed to begin selling my animals in a productive and economically sustainable manner). In many other instances I have noted decreased egg production and fertility after days or nights when the EA-18G Growlers conducted touch and goes from OLF for a several hours that flew near/over my house. This worsened when flights were conducted several nights in a row as the noise from the EA-18G Growlers at night causes my animals more distress than daytime noise. In 2013 before operations from Coupeville OLF were suspended for the year, there was a period of three nights when the EA-18G Growler conducted exercises at OLF and flew over and near my house causing very high levels of noise (although not enough to make the windows rattle, I did have to wear earplugs while in my house in order to be able to focus on the work I was doing). This noise caused many of my animals to cower in their cages including my Black Muscovy ducks that had been laying regularly before this series of nighttime flights began. All of the muscovy ducks stopped laying 2 days into the flights due to the stress (nothing else about their environment, care or food changed during this time) and did not begin laying again for 6 weeks at which time the fertility of these animals which had been high before this incident (~85% of eggs fertile), was extremely low (~5% of eggs fertile). The result was that I lost almost an entire season of breeding of these birds. I had to cancel orders that customers had placed for both hatching eggs, ducklings and started breeder birds. These are very valuable birds and the minimum prices for these birds were \$3 for each hatching egg; \$12 per duckling and \$50-\$80 per started bird. The noise from the EA-18G Growlers both lost me sales of birds because my animals stopped laying due to stress from the noise as well as the loss of potential replacement breeding stock that I also would have bred from

those muscovy ducks during the time they were not laying. This was not a small impact on me, it was a huge impact. I was not able to fill my customer's orders and I was not able to produce the number of replacement breeding birds that I needed in spring of 2013. This incident had a very negative personal, emotional and financial impact on me and my family. The noise not only has a huge negative impact on my animals but also on my family and I. Disrupting our sleep at night and impacting what can be done outdoors during EA-18G Growler operations. Several times in the last year I have been kept up very late by the noise from the EA-18G Growlers. The loss of sleep leaves me tired and less productive the next day, making it hard for me to focus on school and work. Twice in my last quarter at Skagit Valley College the noise from the EA-18G Growlers kept me awake until after 11pm or midnight on the night before important exams, which had a direct negative impact on my preparedness and performance for those exams. Even when not at my house I am exposed to high levels of noise while traveling on the state highway past OLF. The noise level is loud enough on the highway that I always keep earplug in my car to wear when OLF is in use because the noise from the aircraft flying over the highway as they do touch and go maneuvers is so loud that it hurts my ears. The extremely loud noise from aircraft using OLF also prevents me from using Rhododendron County Park when the planes are flying. Since the public is only given short and very ambiguous notice of when OLF will be in use groups that I am involved in often have to choose to use parks and private event facilities not in central Whidbey for events. We are forced to do this because if the aircraft were using OLF during our events we would have to stop the event due to the noise being so loud that it makes it very difficult to have a conversation with another person even indoors will all windows and doors closed. The EA-18G Growler operations also disrupted my life on a regular basis on north Whidbey. I was enrolled at Skagit Valley College in Oak Harbor for one quarter taking an evening class and several times other students and I were unable to hear our instructor because the noise from the EA-18G Growlers was so loud. The instructor had to stop talking whenever an aircraft flew over and it extremely difficult to conduct class and impossible to have a functional class session where the other students and I were able to learn. There is no way that students can learn when the aircraft flying over their school are so loud that they have to hold their ears. Even students whose parents or spouses are employed by the Navy at NAS Whidbey complained that the noise level was unacceptable. Even now that I am attending college at SVC in Mt. Vernon my day is still disrupted by the noise from the EA-18G Growlers on a regular basis. I have to carry earplugs with me at all times when traveling to the SVC Mt. Vernon campus both via Island Transit buses and my car because the noise from the EA-18G Growlers on the highway in the Dugualla Bay area is often painfully loud. Often the noise will be loud enough to be irritating (but not painful) along the highway in the Oak Harbor area and then painfully loud from just north of Oak Harbor to just south of Deception Pass. Then (with increasing frequency) the aircraft can still be heard (from within a vehicle with all windows closed) along the highway all the way to Mt. Vernon. This I find to be unacceptable, and this was not the case in the past before the introduction of the EA-18G Growlers and the increase in operations conducted at all NAS Whidbey airfields. High levels of noise from Naval aircraft have become more frequent in recent years, particularly since the introduction of the EA-18G Growlers. In last month I have had to wear earplugs due to painfully loud Naval aircraft noise 8 times while driving on the highway on central and north Whidbey. These instances were only the ones where the noise level was painful without earplugs and does not include the times when the noise was loud enough to be very irritating and

distracting while driving. On a separate day from these incidents I was forced to leave Deception Pass State Park because of the noise from the EA-18G Growlers flying over the park. I wore earplugs the entire time I was at the park but was forced to leave after 40 minutes because I was getting a headache from the unbearably loud aircraft noise. I had intended on spending several hours at the park but this was not possible because of Naval aircraft operations. It is not acceptable for military operations to be so intrusive upon the users of public lands (which citizens pay taxes to support and pay fees to use) that they are unable to utilize these lands for recreation. In general the introduction of the EA-18G Growler has been bad for the central Whidbey community. The increase in the number of flights and noise level from Navy aircraft on many people in the central Whidbey community has been drastic. The increase in operations at NAS Whidbey has increased the danger to the citizens of central Whidbey of aircraft crashing in the populated areas that lie directly under the flight paths for OLF touch and go operations. There is also increased concern over the rise in air pollution from the massive amounts of fuel consumed by these aircraft during operations. The amount of fuel consumed by the aircraft during each hour of operations is huge and the accompanying particulates and other toxic air pollution added to the air is increasing the air pollution levels in our community. The increase in the noise has caused people to have to change the way they live and cost them money trying to insulate their houses against the earsplitting noise experienced almost constantly in the communities around the OLF during EA-18G Growler operations. The noise makes it difficult for residents to live their lives and operate their businesses. It hurts our local economy in lost productivity due to lost sleep and the impacts on outdoor activities (both recreational and working) in many areas of Whidbey while the EA-18G Growlers are flying. The noise also drives away tourists who end their vacations on Whidbey early citing the noise from Navy aircraft. There are also unknown amounts of lost tourism revenue from people who simply choose not to visit central Whidbey because it is known around the Puget Sound region how loud the noise from Navy aircraft is. The negative impact of NAS Whidbey EA-18G Growler operations on my life and my family is not trivial. It is a real and has a significant negative impact on my happiness, accomplishments at school and financial stability. I urge the Navy to remove EA-18G Growler operations from NAS Whidbey Island and to not increase the number of squadrons or number of operations conducted with other aircraft at NAS Whidbey Island.

Oak Harbor, WA 98277

My husband is in the Navy. We have been stationed here for almost 5 years. We live in base housing and under the flight path. We are relieved at the change from the Prowlers to the Growlers since the noise level is FAR LESS with the Growlers. We have been here through day and night flights and have no problem sleeping right through the night flights. Day flights don't disturb us either. Even when they fly overhead the noise level is almost unnoticeable. Nothing has ever fallen off our walls or anything else outlandish that has been suggested by those who oppose the Naval Flight operations. Our son has gone through infancy and toddlerhood here and has had no problems with sleeping through Growler flights...day or night. And neither does anyone else. Including our relatives and visitors from out of town. And all 3 of our children's hearing is perfect! Prowlers, on the other hand, are always loud and noticeable. At some point personal responsibility has to come into play here. If you buy a home next to a runway used for the military and sign a notice that you are aware you are living in the flight path and make the choice to purchase the house anyway; Too bad if you have buyers remorse later. Navy has been here before any of the current residents. They should have bought a home elsewhere if they were that concerned about jet noise. I hope the flight operations continue at NASWI and OLF. Because they are necessary to keep our service members safe. As well as those of us who depend on them to serve our country. Military should have access to all the training they need. I fully support Growler operations, day and night flights. The Growlers are not that noticeable. And what little you may hear is the sound of freedom! Let freedom ring!

Port Townsend, WA 98368

Comments on Navy Proposal for Jet Operations on Whidbey Island My wife and I strongly object to the Navy's proposal to increase the number of practice flights at the Whidbey Island NAS Ault. We are also deeply concerned that the plan additionally involves increasing the number of louder EA-18G Growler jets involved in those flights. We live in the North Beach neighborhood of Port Townsend, two blocks from the beach and can see Whidbey Island from our north facing windows. Every summer, especially, we are "blessed" with the roar of the Navy jets. They are very noticeable inside our house. Outside, the noise is exceedingly unpleasant to the point where we can't enjoy our yard. The Whidbey Island jets are all the more obnoxious because the sound is not transient, like the sound of regular take-offs and landing at, for instance, a commercial airport. In the latter case, the roar increases as a jet approaches and then drops off significantly after it lands. Take-offs have the reverse noise effect. The Whidbey Island jets roar stays at the same loud level for minutes at time. We assume this is due to the "touch and go" landings and low altitude circling we understand are employed in their simulations of aircraft carrier landing scenarios. As you can see, the jet practice runs that have been operating in recent years at Whidbey Island are already a quality of life issue here on the other side of Admiralty Inlet. We cannot enjoy our property to its full potential and it could affect our property value, when it comes time to sell. Therefore, significant noise impacts extend much further than the 9 miles implied in the EIS Appendix C Noise study. We can't imagine what it must be like for the people who live on Whidbey Island in general and particularly those who live and work in close proximity to the airbase. There have got to be some clear negative health impacts over there. Increasing the level of flights and increasing the proportion of louder EA-18Gs is totally unacceptable. Obviously, significant health effects on human and nonhuman populations mean that your operation has a significant environmental impact. Reducing homeowners' ability to enjoy their property and potentially reducing the value of their property is also a major impact. An Environmental Impact Statement is supposed to investigate all potential major environmental impacts a project will have. If any are found, the plan has to be altered to lower the impact as a response. Unless, they have silencers for jets, we think the only way to reduce your impact is to reduce the amount of jet activity at the NAS Ault. As a matter of fact, we believe that the Whidbey Island airbases are totally unsuited for the kind of jet maneuvers that have been occurring there, let alone at the increased level being proposed. Too many people live and work in close proximity. We understand the Navy has bases in sparsely populated areas, like the Mojave Desert. We urge the Navy to move all of the Whidbey Island aircraft carrier jet training operations to the Mojave or similar location. (b)(6)

Camano Island, WA 98282

Am against stationing additional EA-18G aircraft at NAS Whidbey for the following reasons - - Noise and the impact on health of South Whidbey Island residents as outlined in the Lawsuit. - Increased use of the auxiliary field to an unacceptable level of over 9000 landing/takeoff's per year which is considerably above the approved 5000 to 6000 per year. - Possible accidents such as the recent ones in Virginia (and emergency landing last week of an F18 in Eastern Washington - Decreased property values. - NAS Whidbey has only one runway and not enough room to accept 50+ more 737's (P-8's) and more EA-18G squadron's. - Only one bridge on/off Whidbey Island that is 50 plus years old and would effectively shut the base down if closed. The infrastructure will not support the added planes. - If you have to build then do it somewhere else. What about putting the P-8's in Spokane at the Air Force Base that is losing the old tanker aircraft when the new 767 models are completed. Saw the same issue in Atsugi Japan when the Navy moved night flight qualifications to Iwo Jima Atol (due to the added noise from the F-18's of CAW5) which is several hundred miles away from Atsugi due to public pressure over noise and safety. Wouldn't cost much to move the Aux field and night qualifications elsewhere. In Atsugi, the planes fly down on Monday and qualify in one week then fly home again at minimal cost. (b)(6)

(b)(6)

1586

Port Townsend, WA 98368

The U.S. Navy needs to respond to citizens and move their "GROWLER" training. If your mission is to protect us then stop running our happiness. This happiness includes having some peace and quiet.

(b)(6)

1587

Greenbank, WA 98253

To The Growler Operations Persons in Charge: Since the Growler moratorium ended, it has become even more evident how intrusive the noise from the loud planes is. It punctuates our prayer time in the morning, distracts our listening and performance while practicing music; our livelihood, and wakens my sleep most recently in the mid hours of the night. My dog used to get upset by the extreme sounds, but she is old and deaf now. I am glad for her that she can not hear the noise anymore. I would like to preserve my hearing as well. I support your moving the Growlers to an area that will not impact health. Thank you.

Port Townsend, WA 98368

January 31, 2014 Dear Navy Representative, I am writing to object strongly to the harmful Noise Pollution and other effects of the Navy's Growler jet planes, originating from Whidbey Island. I also request more environmental due diligence regarding ecological and human impacts. During this time of receiving comments, I believe the Navy should respect the serious nature of allegations by concerned citizens, businesses and government officials, and abort such training flights that impact Coupeville, Port Townsend and nearby areas. My Personal Experience I live in Port Townsend on the bluff overlooking the ferry terminal. I have direct experience of the jet maneuvers. When these jets fly, they are highly distracting and anxiety producing for me. I teach classes in my home, and we have to pause when the jets fly by. I cannot sleep well when they fly at night. Of course, it is worse in the warmer months when our windows are open. Whatever the season, though, the Noise Pollution is a problem. I have major hearing loss, and do not wish to jeopardize further my ability to hear as I age. In addition, I also have Noise Sensitivity due to Fibromyalgia. This condition means that certain humming sounds are magnified -- louder than what they really are. Unfortunately, jet noise is one of them. I also believe that my property value is diminished as a result of an overexposure to Navy operations. There is the Navy's largest West Coast Munitions site directly across from us with its attendant risks and Light Pollution (it has grown to look like a large airport), and now the roar of Noise Pollution from Whidbey Island. Too Few Answers Where does it stop? When things are incremental, it sometimes takes time to recognize the accumulated impacts. At what point does it transform from Sound to Unacceptable Noise? How can an ordinary citizen have a say against the powerful Defense Department? In what ways can we work together to reach accord so that our nation's security is assured; our geographies depending economically on government bases are healthy; and the well being of our own lives, animals, plants and the elements are optimal and not denigrated by Navy operations? So many questions chasing so few answers! Other Concerns I have other concerns to voice as well: 1. There is scientific evidence of the correlation to hearing loss, insomnia, heart issues, anxiety and other health problems. Another study showed chronic noise for children can raise aggressive tendencies and unhealthy behaviors. 2. A long trail of serious complaints follows in the wake of every other part of the U.S. and the world where Navy jets fly (e.g., Hawaii, Colorado, Key West and Japan, to name several). This issue is NOT a new problem. The Navy has had many years to rectify these issues. 3. A study of environmental impacts is insufficient, if not lacking. 4. Whidbey Island, the San Juans and Port Townsend are retirement meccas and key tourist destinations; hardly the kinds of places you would expect the government to introduce Growlers, expand operations, or fly, especially at night. As we look out 25 years, the coastline of Puget Sound is expected to be one of the fast growing regions in population certainly in the State and in the country! 5. Our animals, plants and the elements do not have a direct voice. Science tells us, for example, that many animals have delicate hearing tolerances. Loud noises affect them far more than they do for humans. What are the long-term consequences of vibrations on the landscape? What effect do jets have on the quality of our waters that are already stressed? 6. Jet noise is a longstanding controversy. Surely there are new technologies that can cap noise and vibration. We cannot look at progress purely for the sake of progress -- all of the

ramifications must be fully considered when making choices, including the costs of Noise Pollution to humankind and creation. 7. Commercial airplanes and even automobiles have noise restrictions as do city ordinances and apartment leases. I do not understand why the Navy is permitted to be an exception. It seems as if the Navy should live by the same standards as others do. 8. I feel there was an oversight, if not arrogance, and a 'deaf ear' exhibited by the U.S. Government when Port Townsend was not originally invited to participate in the hearing process. Our Mayor had to push for this inclusion. I would like to have confirmation that this email letter was received, read and considered. Sincerely, (b)(6) . Port Townsend, WA 98368 (b)(6)

(b)(6)

1589

Deer Harbor, WA 98243

Please stop growler flights. The stress is awful for us on Orcas. I fear it is much more damaging to animal and sea life. Please please do not increase the growler flights. Thank you for your consideration.

(b)(6)

1590

lopez, WA 98261

I am a full time resident of Lopez Island and am deeply disturbed by the radical increase of jet noise. The decibel level far exceeds what one might hear living next to a major metropolitan airport. THIS IS A VERY FRAGILE ENVIRONMENTAL ECOSYSTEM. As a Landscape Architect and a Clinical Social Worker, trained at Cornell and Columbia Universities, I am well acquainted with Environmental impact statements. Please include in your study the following points: 1. Impact of sustained high decible noise on the Sea and Bird life of this region, including, but not limited to, Whales, Dolphins, Seals, Salmon, Otters, Eagles, Hawks, Gulls, and Sand Pipers. 2. Impact on heart rate of humans of sustained high decible level noise. 3. Impact on Childhood learning of high decible level noise levels. Please review the following: As in these three examples: Dulles DC, Kodiak AK and Vienna....there are major natural environments being impacted (note what classification of environment each of these studies addressed. Dulles Airport: <http://www.metwashairports.com/dulles/993.htm> Kodiak, Alaska: <http://www.kodiakairporteis.com/> Vienna Austria & the European Union: <http://www.viennaairport.com/jart/prj3/va/main.jart?rel=en&content-id=1249344074276&reserve-mode=active> PLEASE GUARANTEE the PROTECTION TO the inhabitants of these fragile Islands FROM, JET NOISE, AS WEAPON. THANK you For you kind consideration and hard work. Sincerely, (b)(6)

(b)(6)

1591

Lopez Island, WA 98261

I bought my property in 1990 and am retired here to enjoy peace and the healthy environment. Now I am concerned for my health because our community and the area is changing with jet noise, fuel dumping, flight patterns, water quality, toxic materials in jet fuel, windows vibrating, stress on surrounding communities. I'm recovering from eye surgery and fear the additional stress may affect my recovery. My property is all I own and fear jets flying overhead will lower values. This study should address all citizens health concerns for their future well being.

(b)(6)

1592

Anacortes, WA 98221

I am opposed to increasing the number of flight squadrons and Growlers at Whidbey NAS. I would hope that someone from back east would visit our Islands and see and hear the impact of more noisy jet activity on our environment. I am also concerned about Navy personnel living off of Whidbey Island with the only access to the island is to cross 2 bridges. If the enemy attacked those bridges, the personnel would not be able to get to the base. Of course the base has enough land to build housing for the increased personnel, but that doesn't address the constant very noisy jet traffic overhead.

Oak Harbor , WA 98277

I believe that the noise from the Growlers are damaging to hearing. When I am outside my home, I have to physically cover my ears or wear earplugs when planes fly over. Then it goes on for several hours. I don't believe damaging the hearing of children and adults is acceptable, there should be other areas where these loud planes could fly instead of the pristine San Juan Island environment. When the EIS is done, I feel the requirement should be that the actual decibel levels should be included in the findings, not an average. We need to know what the true level is, not have it hidden in a report on average decibel levels. That being said, if there is no alternative to the Growlers being here, at least make the noise equitable between OLF and Ault Field. Discontinuing flights at OLF will increase the amount of harmful noise on my family. I have read that the Navy is planning to decrease weekend and holiday flying at OLF, which means that it should also be equally decreased for areas impacted by Ault Field. At least we would be able to know that we could plan to be outside during those times. I am not against the airfield training, I just think more should be done to mitigate the harmful effects of the increased high frequency noise to our and our children's hearing.

Lopez Island, WA 98261

Thank you for this opportunity to comment and share our concerns regarding the potential adverse impacts of the EA-18G Growler Airfield Operations at NAS Whidbey Island to the San Juan Islands National Monument and overall visitor's experience to these lands. On March 25, 2013, President Obama signed Proclamation 8947 designating the San Juan Islands National Monument (SJINM). The newly designated San Juan Islands National Monument (henceforth SJINM or NM) consists of approximately 960 acres of BLM-administered public lands occurring across the San Juan Archipelago in Washington State's Puget Sound or Salish Sea. These public lands, administered by the BLM's Spokane District, are spread out across more than 900 square miles of the Archipelago in San Juan, Skagit and Whatcom counties. The San Juan Islands National Monument was established for the protection and maintenance of the historical and cultural significance of these lands and to enhance their unique and varied natural resources. The unique and important natural resources and values of the lands include the diversity of wildlife and habitat as well as the recreational, educational and scenic resources of the public lands. The historical and cultural values include the significance of these lands to the Coast Salish people along with the historic lighthouses structures. In accordance with the Proclamation, the San Juan Islands NM is to be managed as a component of the National Landscape Conservation System (NLCS) in a manner that conserves, protects, and enhances the resources and values of the National Monument in accordance with the Federal Land Policy and Management Act (FLPMA) of 1976 (43 USC 1701 et seq.), the Omnibus Act, and all other applicable laws, rules, regulations, policies, and guidelines. Our ownership is extensive and covers numerous miles with rocks, islands and headlands. With over 65,000 visitors a year to these pristine and remote locations the BLM properties in the archipelago are jewels and considered treasured landscapes of local citizens, communities and international visitors alike. Many visitors come to experience these lands for the scenic beauty, primitive and natural settings, and other outstanding recreational opportunities including solitude and spiritual retreat. The proposed activities may have a potential adverse impact on the overall recreational visitor's experience. BLM properties support a wide and diverse array of wildlife species, of which, the seabird communities are along many of our shorelines and includes the Black Oyster Catcher and Marbled Murrelet. Along the south shorelines of Lopez Island the BLM properties of Iceberg Point, and Point Colville, which are designated as Areas of Critical Environmental Concern, ACEC, are host to one of the San Juan Islands largest feeding and resting areas for Marbled Murrelets, a listed Endangered Species and other critical sea birds. The proposed activities may have a potential adverse impact on the Marbled Murrelet and other critical, protected seabirds including a potential adverse impact on the recreational visitor's experience. Bird viewing is a significant recreational activity which occurs on BLM lands. There are also numerous identified Marine Mammal haul-outs for Harbor seals and sea lions on BLM properties. These areas identified by the Washington State Fish and Wildlife are refuges for Marine Mammals. These Marine Mammal haul-out areas offer refuge for the mammals and are often popular areas for visitors to photograph and appreciate the mammals from a safe distance. The proposed activities may have a potential adverse impact on marine mammals including a potential adverse impact on the recreational visitor's experience.

Marine mammal viewing is a significant recreational activity which occurs on BLM lands. This proposed project may impact an array of additional species listed under the Federal Endangered Species Act, including the Resident Orcas. Viewing Orcas is prized by visitors to BLM lands and BLM lands provide some of the best Orca viewing opportunities from shore in the Salish Sea. The proposed activities may have a potential adverse impact on transient and resident Orcas including a potential adverse impact on the recreational visitor's experience. Please consider, in your analysis, as mentioned above, the cumulative impacts of the proposed activities to the San Juan Islands National Monument and the visiting public's experience to these treasured landscapes. Please also include Marcia deChadenedes, San Juan Islands National Monument Manager for future notifications and public comment opportunities: Marcia deChadenedes San Juan Islands National Monument Manager P.O. Box 3 Lopez Island, WA 98261 360.468.3754 mdechade@blm.gov Sincerely, (b)(6) Bureau of Land Management, Outdoor Recreation Planner San Juan Islands National Monument (b)(6) Lopez Island, WA 98261 (b)(6)

Coupeville, WA 98239

Please visit <http://disclosuredeception.wordpress.com/noise-charts/> and refer to the NASWI AICUZ brochure the Navy produced for entities like realtors and the county that are not used to help anyone. An investigation needs to be made as to why realtors are not using it. Also, there is a partnership between the Navy and the community that is described that totally misrepresents what happens in Island County: Navy-Community Partnership The Navy needs to assure compatible land uses within the AICUZ footprint to retain operational capabilities necessary to support current and future missions. The community's land use regulatory agency needs to enact land use controls to ensure the highest degree of health, safety and welfare of their constituents. The two goals are complimentary. Both Island County and the City of Oak Harbor have long- established land use and development controls that promote land uses compatible with ongoing flight operations at NAS Whidbey Island and ensure the highest degree of health, safety and welfare for their respective communities. Cooperation is the key to achieve the goals of compatible land uses in the Navy's AICUZ Program and a community's Comprehensive Land Use Plan. Let's take this brochure description point by point: It says: The Navy needs to assure compatible land uses within the AICUZ footprint to retain operational capabilities necessary to support current and future missions. The question is: Would a FOIA reveal the Navy had made any effort to create channels of distribution for this brochure? Would a FOIA reveal there has been any effort to work to with the county to designate an APZ at the OLF over the past decades as homes were being built there? It says: The community's land use regulatory agency needs to enact land use controls to ensure the highest degree of health, safety and welfare of their constituents. What really happened was: Both the County and Oak Harbor adopted, with the support and recommendation of the Navy, disclosure wording that has been used by realtors to mislead buyers for the last 21 years, giving them no jet noise information at all. It says: The two goals are complimentary. Both Island County and the City of Oak Harbor have long- established land use and development controls that promote land uses compatible with ongoing flight operations at NAS Whidbey Island and ensure the highest degree of health, safety and welfare for their respective communities. The truth is: Compatible land use has not been established. Houses are being built in the crash zones today and buyers and renters have been trapped under the jets over the last 21 years, with the exception of a few locals that had spent adequate time under the jets to know what they were getting. It says: Cooperation is the key to achieve the goals of compatible land uses in the Navy's AICUZ Program and a community's Comprehensive Land Use Plan. The truth is: Absolutely no one has cared about people living in the noise zones. The Pro Navy party has been too much fun, and the pain of people living under the jets has been ignored with the convenient "they were told" lie. This is a disgrace. This brochure is a lie and is shocking to people whose property values will now tank. Shame on the Navy for this fanciful image created to promote a non-existent relationship of compatibility with the community.

Oak Harbor, WA 98277

Harbor, Wa 98277

NAVAL AIR STATION AT WHIDBEY ISLAND SUBJECT; COMMENT ON CLOSING OLF AND THE PROPOSAL TO BRING NEW SQUADRONS TO WHIDBEY Dear

Sirs/Madams: I would like my remarks noted since I am a Vietnam vet who is buying property on Whidbey Island and will have to buy in Freeland because of the noise issue. I am especially disturbed by the fact the Navy is being disingenuous when it displays signs all over the Island implying Whidbey, OLF in particular, provides the "best training" when in fact three of the squadrons already here and two squadrons that are proposed are "expeditionary" which do not land on carriers so can be trained anywhere. Why is the Navy purposely aggravating the noise situation by asking for more squadrons to be placed on Whidbey. The one other issue I would like to bring up is the possible relationship between the high number of "bluff slides/land movements" that are occurring more frequently on the Island and the impact of the vibrations caused by the constant flying of aircraft over the island. This becomes especially important because of the increased number of planes (13) that may be introduced in 2016 and the type of plane, the Growler which has a low pitched noise level that seems to "rumble" forever. These recent slides indicate this Island is reaching a "fragile" point in its life and the constant vibrations caused by flying over the Island by the Naval planes should be studied as part of the "environmental impact report". I don't believe the number of slides/earth movements are being publicized but they are happening. In 2013 you had the one at Ledgewood Beach that was publicized. It is built on glacial formations which may be the underlying cause of the slide but what impact has noise vibrations had on this slide. You had the Scenic Heights closure in Oak Harbor and more recently the road failure at Hidden Lane in Freeland where the land is still moving and the bluff failure in Langley awhile back All are wake up calls to how fragile this Island is and manmade additions such as vibrations should be halted. Finally, anyone who says the Growler is quieter than the Prowler is crazy, I can't think of a more polite term. If the statistics dispute this I believe the statistics are being manipulated by "weighting" the sound measurements, which is the most idiotic concept I have ever heard of in relation to measuring sound, that is next to the "averaging" of decibel levels. I CAME TO LOOK AT PROPERTY IN COUPEVILLE A YEAR AGO AND WAS TOLD BY THE REALTOR THAT THE 'OUTLYING FIELD WAS ONLY USED' TWO DAYS A MONTH, SO THE PEOPLE WHO ARE SAYING THIS ARE NOT LYING. I DID SEE THE PAPERWORK BUT IF I REMEMBER THE MAP ONLY SHOWED 70. DECIBLES AND I RELIED ON THE REALTORS SAYING IT WAS ONLY 2 DAYS A MONTH. LUCKILY THE DEAL DIDN'T GO THRU. Page 2 January 31, 2014 (b)(6) / Comment on Noise at Whidbey/upcoming placement of two additional squadrons. ALTERNATIVE SOLUTION: THE NAVY PILOTS CAN GET THERE TRAINING BY GOING TO MOSES LAKE FOR EXPEDITIONARY TRAINING AND USING THE FIELDS ON WHIDBEY FOR THE PLANES THAT DO LAND ON AIRCRAFT CARRIERS. AND FOR THIS TRAINING THEY SHOULD USE ONE OF THE 50 DECOMMISSIONED NAVY CARRIERS WHICH COULD BE STATIONED IN THE OCEAN OFF WHIDBEY AND TRULY GIVE THE BEST TRAINING FOR PILOTS DOING 'CONTINUING HOURS' OF TRAINING. THE IDEA OF BRINGING PILOTS FROM CANADA AND AUSTRALIA IS REDICULOUS SINCE

THESE COUNTRIES HAVE MILLIONS OF MILES OF LAND THAT CAN BE USED FOR TRAINING. Sincerely, (b)(6) PS At 9:53 today, January 31, 2014 I was woken up by a jet taking off from Ault Field. At other times at night while watching TV I cannot hear the TV when the planes are flying so I can understand the dilemma of those living in the noise zone. A question I have is why are the noise levels so different. Is it only the Growler vs. the Prowler or are there other variables. We are stationary so that can't be the reason.

(b)(6)

1597

Port Townsend, WA 98368

The extended periods of horrific noise over Port Townsend disrupt concentration inside and prevent enjoyment of our natural surroundings outside. With increasing frequency, they also prevent sleep until early morning in the Uptown historic neighborhood, leaving residents exhausted. Why this disregard for the peace and a health of civilians by a service that claims to protect our freedoms?

(b)(6)

Oak Harbor, WA 98277

I am in full support of the OLF . . . field must be kept open at all cost

(b)(6)

1599

Oak Harbor, WA 98277

In my opinion the OLF is necessary for Navy pilots to practice at a low flying level in order to safely land on carriers at sea. The OLF was there long before most property owners bought their property. In addition all were given noise disclosure documents. I support NAS Whidbey and feel OLF is necessary for our national defense.

(b)(6)

1600

Lopez Island, WA 98261

Hello, I am a long time resident of Lopez Island, which resides nearby the Navy base on Whidbey Island. I am writing today to state my concern about the impact on my community (and numerous other neighboring ones) from excessive fly overs from Navy jets. From my direct experience at my home over the past year, I have noticed a dramatic increase in fly over frequency and a significant increase in jet noise. It seems the Navy jets are flying lower, louder, and more often. I am concerned that this impact from the Whidbey Island Navy base will destroy the serenity that has long defined our community and prompted our president to declare the entire area a national monument. I understand the important role our Navy serves to our nation and citizens, but I can't help but think that the Navy could find another base (or at least a more moderated schedule and altitudes) to suit their needs and reduce if not eliminate the impact on San Juan county. I hope that my concerns help illuminate the issues my community has with the Whidbey Island Navy base's excessive flight schedule. I implore you to consider other options for the Navy's needs and the high impact their current activities have on the thousands of people. Sincerely, (b)(6)

(b)(6)

1601

Lopez, WA 98261

The noise levels in the San Juan Islands has increased dramatically in the past few years. It has come to the point where it is akin to living next door to a major airport. Especially here on Lopez, close to the school in the center of the island it is often unbearably loud. I urge the Navy to reconsider their flight paths as well as the number and types of jets stationed on Whidbey Island.

(b)(6)

1602

Coupeville, WA 98239

We have had a taste of contrast in noise and increased air traffic before the scoping period was implemented. The noise from the jets is way beyond any level of acceptability. Stressful is putting it lightly. The old flight patterns to OLF were always north of our house with jets only flying a few short days per month....and stepping up a bit just before a deployment. The new jets showed up and suddenly our house felt like it was being attacked, causing our animals, our house and us great impact negatively. The noise was terrible!!! Our large front windows came close to breaking which could've caused great injury beside the obvious damage to the house. And the noise was constant, often going well late into the night, long after midnight on work nights. WE work too...and need our sleep to make the best of our days! When the old planes were flying they stayed well off shore following guidelines that kept the planes as far away from the shore and houses as was possible. The new planes showed up and if something had happened to bring any one of those jets down it would've wiped out houses and civilians in one fell swoop! Safety clearly was NOT on the minds of the pilots. Or if it WAS, it was selfish without thought of possible damage to anyone on the ground. Our community is Teronda West. It's always been a peaceful little berg and that's the way we want to keep it. If we wanted to live inside a war zone with our nervous systems stretched beyond repair, we'd all deliberately move there. The base in Oak Harbor is a given. It's known for what it is. But OLF field is too far south for active training and impacts this farm community far too much. We need our peace back!!! There ARE alternatives to OLF field that need to finally be considered seriously. The island has grown and we home owners have a lot invested in our homes. For many of us, it's our ONLY investment, and the noise from the jets diminishes those values greatly. Not to mention our INvaluable health!!! I understand compromise, but believe the Navy needs to consider other approaches to their training tactics now. Keep training in Oak Harbor. Leave the rest of the island alone....Please!

Sincerely, (b)(6)

Hillsborough, CA 94010

This letter is being submitted in response to request for community input for the Environmental Impact Statement (EIS) to be prepared by the Navy for the EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island Ault Field and Outlanding Field Coupeville. I understand that the purpose of soliciting community input is to consider what factors to study and analyze during the EIS process. The Navy, in its 2012 Environmental Assessment report for NASWI (1), presented theoretical NOISEMAP model predictions that flight operations with the new EA-18G Growlers would be no louder than those with the Prowlers being replaced. These theoretical conclusions have been challenged by many community residents whose subjective, real-world impressions are that EA-18G Growlers are in fact louder than the older Prowlers. The Navy has an opportunity in the EIS process to collect additional data that will help it persuade the community that the model's predictions are accurate, and the community's experiences of the new planes are different for specific reasons that can be supported with actual evidence. The Navy should, as part of the EIS, institute a program of community noise monitoring to obtain extensive real-world data to validate the theoretical NOISEMAP predictions. It is, however, also possible that the predictions of the NOISEMAP model were inaccurate for a number of reasons, all of which the Navy should address explicitly in their EIS: 1) The default NOISEMAP noise prediction model is simplistic; more capable models are available but were not used; 2) The noise prediction model is capable of making use of more realistic weather condition data, but was not given the necessary data; 3) The noise model uses abstract flight path data that does not correctly describe the real flight path data; 4) The noise model uses incomplete or inaccurate aircraft noise source data; 5) The threshold for significant noise impact (65 dB DNL) is not the appropriate measure to assess community noise perception. 1) The Navy is using a simplified noise model; better models are available and should be used. The October, 2012 NASWI EA (1), appendix C, Wyle report WR10-22 (2) describes the use of NOISEMAP software, though the software version is not specified in the report. The report says the model is capable of considering "atmospheric sound propagation effects over varying terrain, including hills and mountainous regions, as well as regions of varying acoustical impedance—for example, water around coastal regions.... average daily temperatures in degrees Fahrenheit (degrees F), percent relative humidity (percent RH) and station pressure in inches of mercury (in Hg) for each month of a year." (3) Not accounted for in the model are important effects of wind, vertical temperature gradients, aircraft noise directionality, or nonlinear noise propagation. The most recent BaseOps user manual, version 7.358 (4) makes clear that the software includes as an option a more capable noise model, the "Advanced Acoustic Model" ("AAM"). Details of that model are available in a WP-1304 overview (5) and technical report WP-1304-TR (6). The AAM model incorporates refined sound-source modeling (e.g., directionality), and atmospheric refraction calculations ("ray tracing" of sound waves as they are bent by interaction with obstacle, or refracted by wind and temperature gradients.) The Navy should use this more refined model to describe the impact of the Growler activity. In addition to the AAM model, a third-generation "parabolic equation" model is capable of even more sophisticated predictions of atmospheric wind and temperature gradient effects on longer wavelength (low-frequency) sound. Features of that model are

described in the "PARTNER Low frequency Noise Study" (8), section 6.3. The model rigorously supports the observation that perceived noise levels remote from the noise source can vary by more than 10 dB depending on weather conditions. The Navy should incorporate this model in their analyses, where appropriate. 2) The 2012 NASWI EA appendix C Noise study (2) did not use available weather data specific to Oak Harbor, WA. The 2012 NASWI EA report says local average monthly weather data was "not available" (9), so unrealistic "standard" conditions were used instead. In fact, the necessary temperature, pressure, and dew point data (from which can be calculated the relative humidity) specific to Oak Harbor, WA are publicly available from at least 2 sources <http://www.wrcc.dri.edu/summary/nuw.wa.html>, or <http://www.weatherbase.com/weather/weather.php3?s=579727&cityname=Oak-Harbor-Washington-United-States-of-America>. These local data support the conclusion that the 2012 EA calculations overestimated the atmospheric sound absorption coefficient "alpha", and therefore underestimated the range of noise propagation at all frequencies, by 10-15%. The EIS should use the available local weather to more accurately predict sound propagation. 3) The noise model uses abstract flight path data that does not correctly describe the real flight path data. The flight path profiles used to calculate the noise contours should be verified against actual flight data (either from aircraft GPS or radar). The Navy should cooperate to provide this data. In Europe, commercial airline flights near major airports are monitored for conformance to proposed flight paths. Not surprisingly, the two often differ. The NOISEMAP AAM software can accommodate calculations based on multiple flight paths. The Navy EIS should document that the model calculations represent the variations found in actual flight paths. 4) The noise model uses incomplete or inaccurate aircraft noise source data. The Navy should document exactly the data used to generate the NOISEMAP output. Remarkably, the Navy's official 2012 EA NASWI on potential aircraft noise impact does not accurately describe the aircraft subject of the study. The 2012 NASWI EA report (Figure 1-2, Section 1 page 4) indicates that the EA-18G aircraft has a wingspan of 36.5 ft, is 56 ft long, has 2 engines, each F404-GE-400, producing "16,000 pounds/engine" thrust. This is a description of the F/A-18A aircraft (at afterburner thrust) rather than the actual aircraft to be deployed. The EA-18G Growler has a wingspan of 44.9 ft, is 60 ft long, has 2 F414-GE-400 engines, each producing 22,000 ft-lbs thrust (37.5% more than the F/A-18A; more than twice the thrust of the older Prowler (10, 11). The EIS should correctly identify the aircraft by name and by design specifications (including engines and thrust). The noise from the Growler EA-18G is in a class with the newer F-22 and F-35 in having unique sonic signatures: "The acoustic environments in the vicinity of newer aircraft such as the F-35, F-22, and the F/A-18E/F [*italics added*; the EA-18G is a modified version of the F/A-18E/F] differ from those of most prior aircraft, with high noise levels associated with higher thrust engines. At those high levels, acoustic propagation cannot be modeled using the same simple linear theories employed in the classic noise models" (5). Section 4.3 of the 2012 NASWI EA says, "For the noise generated by specific aircraft, the DOD draws on a vast aircraft noise library. This library contains acoustic information on aircraft in the military inventory measured under controlled conditions. Aircraft noise characteristics from the noise library are used in NOISEMAP, adjusting the characteristics to local environmental conditions, to accurately predict the noise environment ." The report does not say exactly which data were used to calculate the NOISEMAP output . The EIS should document clearly the source data for any noise modeling. That noise data should include unweighted data with frequencies as low as 8

Hz. Current Noisefile data includes no frequencies below 50 Hz. The Noisefile data for use in the AAM noise model is different than that used in the simpler older model. The necessary data should be obtained from measurements made in flight testing (6). In other contexts, representatives of the military have noted that the F-35 and F-22 aircraft are not louder than existing aircraft, specifically comparing them to the F/A-18E/F, the fighter version of the EA-18G (12). The "non-linear" acoustic propagation from these jets (5) does not notably increase the DNL or SEL levels, but it is acknowledged to be the cause of increased subjective annoyance. The Navy should address this subjective annoyance feature quantitatively, because it could be one source of community objection to the new planes. The AAM noise model in recent BaseOps software can account for some features of this nonlinear acoustic behavior (6) and should be used in the EIS rather than the simpler NOISEMAP model. 5) The 65 dBA DNL threshold for assessing noise impact may be inappropriate for assessing high intensity jet noise. In the Public Comment section of the 2012 EA (section 1.7.4, page 1-12 ff.), the Navy says, "The day-night average sound level (DNL) is the metric used by all federal agencies for predicting human annoyance and other potential noise effects on humans.... The 24-hour DNL is a reliable measure of community sensitivity to aircraft noise and is the FAA and DOD standard noise metric used in the United States (except California, which uses a similar metric) to measure the effects of aircraft noise for both commercial airports and military installations." Many studies have asked whether the 24 hr DNL is the appropriate metric to assess community noise impact from jet traffic. The PARTNER Low Frequency Noise Report (8) describes a Congressionally mandated study of jet noise assessment near commercial airports. It includes an analysis of the noise parameters (in addition to DNL) that most nearly correlate with subjective assessment of annoyance (see section 8 of that report). The report concludes: a) "Because LAmax and LCmax [A-weighted and C-weighted maximum noise levels] are simple metrics to implement, they should be used to predict subjective response to indoor aircraft noise when the levels are appropriate for A and C-weightings and there are not high levels of low-frequency noise." (p. 99); b) The Tokita & Nakamura thresholds should be used as indicators of the potential for annoyance due to low-frequency aircraft noise. LCE [C-weighted SEL] should be used as a single number metric for assessing the potential for annoyance when high levels of low-frequency aircraft noise are present." (p. 100.) The Navy EIS should report on the time over threshold (TA) and number of events over threshold (NA) for each of these metrics (LAmax, LCmax, LCE) at locations around Ault Field and OLF Coupeville. The EIS should report the distribution of these "over threshold events" on a 24-hour scale, so that the community can clearly understand the temporal distribution of their occurrence. There is no 24 hour DNL limit for operations at most commercial airports. There are land use regulations around airports that are governed by DNL limits, but these do not restrict the flight of specific aircraft. However, one federally enforced aircraft noise regulation is the prohibition against "Stage 2" commercial aircraft, typified by the Boeing 727 or the McDonnell-Douglas DC-9. (The Stage 2 noise regulations are described in the FAA FAR part 36 and the associated appendices.) These planes had low-bypass ratio jet engines. The engines of the Growler are also a low-bypass ratio design. The previously mentioned reference (12) shows the F/A-18G produces noise at 119 dBA (military power) and 101 dB (minimum power) when 1000 ft overhead. This appears likely to exceed the Stage 2 flyover and approach noise limits for a plane the size of 33,000 lb F/A-18G. The Navy EIS should present the noise characteristics of the Growlers in the context of Stage 2 aircraft noise limits in order to give some context to the military jet noise level in the community

around NASWI, relative to commercial jet noise levels in communities around commercial airports. The Navy should take the opportunity during the EIS to establish community noise monitoring stations, as are typically located around commercial airports, to monitor Growler jet noise. In addition, the Navy should commit to establishing an on-request community noise monitoring service. This service, available from many community airports, allows a properly calibrated recording noise meter to be placed at the resident's location for a number of days. The relevant noise parameters can be calculated from the data at the end of the recording period. If these data collections efforts are properly done and publicized, the community can obtain objective information against which to compare their subjective impressions of aircraft noise. To the extent that this data is rigorously recorded and analyzed, it will contribute substantially to a resolution of confrontations based on competing, incompletely quantified claims from the Navy and the community. These suggestions are made with the hope that both the Navy and the surrounding community will be able to accurately understand and discuss the likely impact of the proposed changes in flight operations at Ault Field and OLF Coupeville. (1) "Environmental Assessment for the Expeditionary Transition of EA-6B Prowler Squadrons to EA-18G Growler at Naval Air Station Whidbey Island at Oak Harbor, Washington Final," (October, 2012). (2) Patrick Chester and Joseph Czech, "Aircraft Noise Study for Naval Air Station Whidbey Island and Outlanding Field Coupeville, Washington," Wyle WR 10-22, Appendix C Noise Report. (3) Ibid., p. 7-12. (4) Fred Wasmer and Fiona Maunsell, "BaseOps 7.358 User's Guide," Wasmer Consulting, 2013, p. 82, <http://wasmerconsulting.com/baseops.htm> (accessed Dec. 31, 2013). (5) Kenneth Plotkin, Advanced Acoustic Models for Military Aircraft Noise Propagation and Impact Assessment (WP-1304), <http://www.serdp.org/Program-Areas/Weapons-Systems-and-Platforms/Noise-and-Emissions/Noise/WP-1304> (accessed Jan., 2014). (6) Juliet Page et al., Advanced Acoustic Model Technical Reference and User Manual, SERDP Project WP-1304, <http://www.serdp.org/content/download/9133/109364/file/WP-1304-TR.pdf> (accessed Jan., 2014). (7) http://www.fican.org/pdf/Roadmap2011/2011_0900_Plotkin_Advanced_Acoustic_Model-3-Dimension_Noise_Sources.pdf (8) Kathleen Hodgdon et al., "Low Frequency Noise Study" Partnership for AiR Transportation Noise and Emissions Reduction An FAA/NASA/Transport Canada sponsored Center of Excellence, 2007, p. 39 ff.. (9) Chester and Czech, Wyle WR 10-22, Appendix C Noise Report, p. 12. (10) <http://www.boeing.com/boeing/defense-space/military/ea18g/index.page?> accessed Jan., 2014. (11) <http://www.navair.navy.mil/index.cfm?fuseaction=home.display&key=C8B54023-C006-4699-BD20-9A45FBA02B9A> accessed Jan., 2014. (12) Joint Communications Release JSF Program Office & Lockheed Martin F-35 Acoustics Based on Edwards AFB Acoustics Test (April, 2009) <http://www.foia.af.mil/shared/media/document/AFD-091124-030.pdf> , accessed Jan., 2014.

(b)(6)

1604

Lopez Island,, WA 98261

I have lived on the south end of Lopez Island for over 35 years and am very familiar with Jet noise from the Whidbey base. I have attended a number of public meetings in the past to address the noise and safety issues. After these meetings, NAS Whidbey Base Commanders have made some concessions to citizen's concerns. For example, Commanders have agreed to have pilots maintain a certain altitude to reduce the level of noise experienced on the ground, and have also agreed to not fly over Lopez School. The implementation of these agreements has been inconsistent over the years. I suspect that this is because base Commanders are rotated on a regular basis. I appreciate that we need to be combat ready, appreciate NAS Whidbey's mission to train pilots and also appreciate the skill level of our pilots. That being said, I feel that the current number of flights and the proposed increased to train Australian pilots is too much. The noise negatively affects our quality of life on Lopez Island. I do not support the proposed increase in the number of flights. I am wondering if there is some other more remote base that can support these training missions. And if the flights are to continue in some fashion, I ask that the pilots be instructed to not fly directly over Lopez Island. It is loud enough when they are miles away. When they fly directly over head, all conversation must stop, even when one is indoors. At night it is very difficult to sleep. Thank you for your consideration. (b)(6)

(b)(6)

1605

Port Townsend, WA 98368

The OLF landing strip was built during another era, when planes were much slower and much less noisy. I believe it has been in place since WWII, when my father was flying for the Navy. I know he would be surprised to have this disruption in the back yard of a peaceful community, and in the early morning hours as well. I am too. Is there no other place to do this flight training?

(b)(6)

1606

Sedro-Woolley, WA 98284

Thank you for doing this EIS. I hope you will respect the petitions submitted and politely respond please. I also hope to see how long and what it would cost to replace OLF Coupeville so these complainers realize the impact they'd put on my fellow Americans. Oh and one last thing: I LOVE JET NOISE!

Snohomish, WA 98296

We have visited frequently the property of a friend that lives near Ault field for the past 5 years. Our visits have all occurred prior to the Growlers arriving at Oak Harbor. The jets that were flying over the property during those visits disrupted only temporarily our conversations. At that time it was not a big concern to our friend who has the property. A lovely new home is now on the property and the owner spends considerable time outside with animals and gardens. When the Growlers began flying, our friend reported via telephone that sleep had been severely interrupted and as time went on with the Growlers flying at odd hours, there was severe concern about their loudness & the vibration of the sound. The owner's enjoyment of the property was negatively impacted due to the loudness. Since that time the owner through routine hearing testing discovered a hearing loss and now has hearing aids. This experience with the additional reports I have read are raising huge concerns that the Growlers should not be flying so close to other homes and especially alarming that additional Growlers are intended to be brought to the area. I respectfully submit my comments and hope that the Navy will seriously reconsider another, uninhabited location, and at the very least reduce landing flights.

(b)(6)

1608

Oak Harbor, WA 98277

the growers are destroying our health. t they need to leave Naswi.

(b)(6)

1609

Oak Harbor, WA 98277

the growers are destroying our health. t they need to leave Naswi.

-----Original Message-----

From: Welding, Mike T CIV NAS Whidbey Is, N01P
Sent: Friday, January 31, 2014 11:46 AM
To: (b)(6)
Cc: (b)(6)
Subject: FW: NAVY JET NOISE

Here's another one.

Mike Welding
Public Affairs Officer
NAS Whidbey Island
3730 N. Charles Porter Ave
Oak Harbor, WA 98278
360-257-2286
DSN: 820-2286
michael.welding@navy.mil

-----Original Message-----

From: (b)(6)
Posted At: Wednesday, January 29, 2014 6:15 PM
Posted To: Comments
Conversation: NAVY JET NOISE
Subject: NAVY JET NOISE

Dear Navy Representative,

I am writing to object strongly to the harmful Noise Pollution and other effects of the Navy's Growler jet planes, originating from Whidbey island. During this time of receiving comments, I believe the Navy should respect the serious nature of allegations by concerned citizens, businesses and government officials, and abort such training flights that impact Coupeville, Port Townsend and nearby areas.

I live in Port Townsend on the bluff overlooking the ferry terminal. I have direct experience of the jet maneuvers.

When these jets fly, they are distracting and anxiety-producing for me. I teach classes in my home, and we have to pause when the jets are flying by. I cannot sleep when they fly at night. Of course, it is worse in the warmer months when our windows are open. Whatever the season, though, the Noise Pollution is a problem. I have major hearing loss, and do not wish to jeopardize further my ability to hear as I age. In addition, there are certain sounds that sound magnified to me -- louder than what they really are. Unfortunately, jet noise is one of them. I also believe that my property value is diminished as a result of an overexposure to Navy operations. There is the Navy's largest West Coast Munitions site directly across from us with its attendant risks and Light Pollution (it has grown to look like a large airport), and now the roar of Noise Pollution from Whidbey Island.

So many questions chasing so few answers! Where does it stop? When things are incremental, it sometimes takes time to recognize the accumulated impacts. How can an ordinary citizen have a say

against the powerful Defense Department? In what ways can we work together to reach accord so that our nation's security is assured, our geographies depending economically on government bases are healthy, and the well-being of our own lives, animals, plants and the elements are optimal and not denigrated by Navy operations?

I have other reasons to voice as well:

1. There is scientific evidence of the correlation to hearing loss, insomnia, heart issues, anxiety and other health problems. Another study showed chronic noise for children can raise aggressive tendencies and unhealthful behaviors.

2. A long trail of serious complaints follows in the wake of every other part of the U.S. and the world where such fly (e.g., Hawaii, Colorado, Key West and Japan, to name several). This issue is NOT a new problem.

3. A study of environmental impacts is insufficient.

4. Whidbey Island, the San Juans and Port Townsend are retirement meccas and key tourist destinations; hardly the kinds of places you would expect the government to introduce Growlers, expand operations, or fly, especially at night. As we look out 25 years, the coastline of Puget Sound is expected to be one of the fast growing regions in population certainly in the State and in the country!

5. Our animals, plants and the elements do not have a direct voice.

Science tells us, for example, that many animals have delicate hearing tolerances. Loud noises affect them far more than they do for humans.

What are the long-term consequences of vibrations on the landscape?

What effect do jets have on the quality of our waters that are already stressed?

6. Jet noise is a longstanding controversy. Surely there are new technologies that can cap noise and vibration. We cannot look at progress purely for the sake of progress -- all of the ramifications must be fully considered when making choices, including the costs to humankind and creation.

7. I feel there is an arrogance and 'deaf ear' exhibited by the U.S.

Government when Port Townsend was not invited to participate in the hearing process. We had to push the issue.

I would like to have confirmation that this email letter was received, read and considered.

Sincerely,

(b)(6)



From: (b)(6)
Posted At: Wednesday, January 29, 2014 3:52 PM
Posted To: Comments
Conversation: Whidbey Island OLF Noise
Subject: Whidbey Island OLF Noise

To Commanding Officer (b)(6) :

I am writing to tell you how much the F-18 Growler practice at Outlying Field has disturbed me since the new touch and go practice started last year. When my husband and I purchased our home at Kineth Point, outside Coupeville in 2005, the noise of practice landings was tolerable. We did not complain because the noise from practice with the quieter aircraft was relatively infrequent, and did not interfere with our sleep or our normal daily activities. Last year, however, when the new planes were deployed, the noise became intolerable: we couldn't talk on the telephone, converse with others in the household, work outside in the garden, or sleep, because the noise was ear-curdling and often lasted beyond midnight. Flights flew very low over our neighborhood as they accelerated.

As a citizen and taxpayer living near Ebey's Landing National Historic Reserve, I find the noise intolerable and ask you to curtail operations at Outlying Field in Coupeville. It affects more than my small community: the hospital, nursing homes, and several schools are profoundly affected. I do not know of anyone who lives in close vicinity who finds the noise pollution acceptable. In fact, it is dangerous to our hearing and well-being. I urge you to conduct a full environmental impact statement on the continued use of the OLF.

Thank you for your consideration.

Sincerely,

(b)(6)

Coupeville, WA 982396

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Re EIS for "EA-18 Growler" Operations at OLF, Coupeville & Whidbey Island
Date: Tuesday, January 28, 2014 20:10:01

I am profoundly concerned about the addition of more and louder planes with increased numbers of flights in the Coupeville area. I live across the water in Port Townsend and we are directly impacted by the noise too. Your EIS should take into account how real people in real communities here in this beloved part of Washington are affected.

NOISE: Test real-time noise levels with the Growlers as they are happening and report the decibel level for those events. Averages that include non-operational times give no real information on the likely impact on the physical and mental health of those subjected to the noise.

HEALTH IMPACTS: Address ALL health effects from both the noise and the pollution, including hearing damage (some people already have to wear ear protection!), raised blood pressure, cardiac problems from the increased stress (including arrhythmias, heart attack), mental health problems, effects on children, and on livestock (there are lots of farms on Whidbey and around Port Townsend) and wildlife.

ENVIRONMENT AND RECREATION AND TOURISM: Include an investigation of increased noise and flight operations on camping (how could anyone camp in any of the state parks in this area?), boating, tourism (this could wipe out the tourist economies of Coupeville and Port Townsend), cultural events, wildlife areas, and bird migrations and nesting.

REAL ESTATE VALUES: First of all, most of us in this beloved place don't WANT to leave our homes and dread having to if the noise stress increases. Many of us came as a place to retire in a quiet natural setting. Others of us are several generation residents of Coupeville or Port Townsend who love our homes. But if we are forced to move away, our homes will have drastically reduced value. We may not be ABLE to sell them!

PLEASE close the old OLF near Coupeville which puts these operations right in the middle of both populated areas and state parks. This is NOT a compatible use at all! I believe there are desert bases owned by the Navy which would serve well and not present so many problems, would cause so much less harm to REAL PEOPLE in REAL COMMUNITIES.

Thank you.

(b)(6)

Port Townsend, WA

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS public comments
Date: Wednesday, January 29, 2014 19:09:53
Attachments: [Kostelec & Talbot Comment Letter - 1.29.2014.pdf](#)

Please see attached comments regarding the EIS for EA-18 Growler Operations.

Thank you.

(b)(6)

(b)(6)

Port Townsend, WA 98368

(b)(6)

January 29, 2014

U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508
WhidbeyEIS@navy.mil

RE: EIS for EA-18 Growler Operations at OLF, Coupeville and Whidbey Island

Thank you for extending the deadline for public comments on the above-referenced EIS. We have been residents of Port Townsend, Washington for 20 years and would like to make the following comments on the proposed increase in Navy operations on Whidbey Island, which is directly across Puget Sound from Port Townsend.

We request that the scope of the Navy's Environmental Impact Statement be expanded to include all EA-18G ("Growlers"), EA-6B ("Prowlers") and P-8 ("Poseidon") operations at Naval Air Station Whidbey Island and/or the Outlying Field ("OLF"). We believe these operations, individually and together, will have significant environmental impacts on not just the Whidbey Island population, but surrounding populations, including Port Townsend and environs. We also believe these operations, individually and together, will have significant impacts on not just the human populations, but marine mammals and birdlife as well. The scope of the EIS should be expanded to include all impacts to all potentially affected populations from all operations.

Specifically, we request that the Navy, in its environmental review, conduct real-time noise tests on the ground (as opposed to relying solely on computer modeling). We understand that studies conducted by JGL Acoustics have concluded that sound levels from Growlers at OLF justify hearing protection and are high enough to cause actual hearing loss. We request that the noise studies include effects on Port Townsend and environs, in addition to Whidbey Island.

Further, we request that the EIS address all health effects from aircraft noise and pollution. We understand that studies by the World Health Organization, EPA and US Dep't of Transportation have reported such effects to include permanent hearing damage, increase in blood pressure, cardiac problems, and behavioral problems for children, as well as harm to wildlife.

The EIS should further address effects of operations on recreation, tourism, agriculture, historical and cultural amenities, and wildlife refuges, which are all important components of our economic base, as well as integral to our community and quality of life here in Port Townsend and environs.

We strongly believe that the proposed increases in Navy activity on Whidbey Island will have a significant impact on property values in Port Townsend. The EIS should address this potential "inverse condemnation" of our property. While it may have been reasonable for people living next to Naval Air Station Whidbey Island to expect certain effects from the jet traffic at that facility, when we bought our property in Port Townsend we certainly could not have reasonably anticipated that we would someday be living in the vicinity of the equivalent of a new SeaTac airport.

Finally, we believe the Navy must address a no-action alternative in the EIS which includes closing the outdated OLF and permanently relocating all EA-18G and EA-6B and P-8 jets and flight training to safe, state of the art facilities in non-populated areas. We understand that the Navy has a million-acre facility in the Mojave Desert which sounds ideal for this purpose.

Thank you for your consideration of these comments.

(b)(6)



cc: citizensoftheebeyreserve2@gmail.com

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [WHDB NASWI Comments Mailbox](#)
Subject: Correcting COER
Date: Wednesday, January 29, 2014 20:24:19

Now this is one young man's opinion, okay.

I am biased, okay. Very heavily so.

That said, let me correct COER:

The Growlers need to go LIGHT THE AFTERBURNERS AT OLF COUPEVILLE OR TO SKAGIT REGIONAL AIRPORT AND USE THE AFTERBURNER!

Whidbey island and North Puget Sound is THE place for the EA-18G Growlers and their low-level training operations WHICH SHOULD BE DONE TO MAXIMIZE AVGEEK TOURISM AND THROUGH THE KUNZLER VALLEY TO SEDRO'S NORTH AT MACH 0.9.

NOISE COMPLAINTS SHOULD BE PRINTED IN LARGE PRINT ON RECYCLED NEWSPAPER AND SHOT ON LAND – NOT SEA – WITH RECYCLED BRASS TRAINING AMMO, THEN RECYCLED FOR MORE ANGER MANAGEMENT 101. GREENIE CAN'T WHINE ABOUT FIREARMS PRACTICE THEN.

These jets and their negative POSITIVE impacts do not belong over our National Monument Parks, or and the Ebey's Landing National Historical Reserve, or threatening to defend the environment, health, and lives of people and endangered species who live here, including our beloved and critically endangered resident Orcas COER MEMBERS WHO NEED TO GET A LIFE SOMEWHERE QUIETER.

TRANSLATION: OLF ME! LET'S MOVE OAK HARBOR NAVY LEAGUE MEETINGS TO DIRECTLY – YES, DIRECTLY – UNDER THE ACTIVE AULT FIELD RUNWAY WITH THE PICNIC TABLES. LET'S HAVE AMERICA'S OLF OPEN, WITH BLEACHERS AND PERHAPS – JUST MAYBE – HAVE A FOOTBALL FIELD UNDER THE FLIGHT PATTERN FOR NFL TEAMS TO PRACTICE UNDER.

OH AND PLEASE HAVE SOME OLF COUPEVILLE FLIGHT OPS ANNOUNCED TOMORROW PLEASE!

There.

Cheers;

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: STOP THE GROWLERS!
Date: Wednesday, January 29, 2014 22:12:41

Dear Navy,

We are long-term residents, workers, business owners and home owners in Port Townsend, Washington.

I urge you to please stop using the Navy airstrip (OLF) near Coupeville as a simulated aircraft carrier and training ground for Navy Growlers (Boeing-built jets based at Naval Air Station Whidbey Island). We have noticed the Growlers send out EXTREME noise levels which is definitely cause for outrage - for it is destroying our quality of life! When the Growlers fly over, there is no peace or quiet, inside or outside. One cannot even hear the sounds of conversation, birds, laughter or anything subtle, or human, for it is completely decimated due to the drowning out sound of the jets when they fly over.

The Navy should have done a complete environmental-impact statement before flying the Growlers at OLF. However, as a result of the "guinea pig" experience, we are urging the Navy to immediately stop the jet planes from flying at OLF because of the dramatic increase in noise from continuous take-off-and-landing training flights! We now feel that we need protection from our own Navy. Your practices are destroying our own peace, at home. Much less populated areas should be considered and I understand that Yakima is an option with airfields and facilities to accommodate staff and these planes already use this area regularly.

PLEASE STOP THE GROWLERS on WHIDBEY ISLAND, NOW!

Sincerely,

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS for EA-18 Growler Operations at OLF Coupeville, WA
Date: Wednesday, January 29, 2014 22:29:23

Dear Sir/Madam:

I write to express my objections to the use of NASWI and the OLF in Coupeville for training involving the EA-18 Growler and the EA-6B fighter jets.

My partner and I live in North Beach in Port Townsend, and the training exercises that have taken place over the last five years, most especially in 2012 and early 2013, have had a seriously negative impact on our quality of life. The thunderous noise goes on for hours, days on end and late into the night, which of course impacts our sleep. It causes our house to shudder, the windows to vibrate. It is completely unpleasant to be out-of-doors when the jets are flying.

The scope of your EIS must include examinations of

- the health impacts to human and other beings -- on our hearing, our cardiovascular systems, sleep and stress levels;
- the region's reliance on the economic drivers of recreational fishing, boating, hiking and other tourism draws;
- impacts on the crucial agriculture industry — including employees and livestock — that feeds the people of Island, Jefferson, San Juan, Snohomish and Skagit counties;
- regional real estate values;
- alternatives — the Mojave Desert and deserts in Australia (taking the wildlife there into account). If the purchase of the Growler is so important to the Australian military, perhaps Australia — with a population density one tenth that of the US — would be a more appropriate training ground. After all, they will need to know how the jets will endure the incredible heat that continent is experiencing now, which is predicted by climate scientists to accelerate as time goes by.

Our military was intended to be accountable to the citizenry, not the other way around.

sincerely,

(b)(6)

Port Townsend, WA 98368

cc: Pres. Barack Obama
Sen. Patty Murray
Sen. Maria Cantwell
Rep. Derek Kilmer
Gov. Jay Inslee

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Comment
Date: Wednesday, January 29, 2014 23:01:57

I am a resident of Port Townsend, Washington, across Admiralty Inlet from Whidbey Island. My parents resided on West Beach Road, Whidbey Island, from 1976 to 1992. I have friends who live in Admirals Cove and I have personally experienced the noise of touch-and-go training at the OLF. The noise was appalling and frightening.

Jet noise from NASWI in the past has been an annoyance to many, but it is my understanding that the Navy is planning for a very significant increase in the number of aircraft and the number of training flights. This will definitely increase annoyance and it may also create environmental damage. However, my most serious concern is with the Growlers, the use of which is slated to increase dramatically.

The damage to human health (on hearing, on mental health, and on the cardiovascular system) from ceaseless high-decibel noise that increases rapidly is significant. I can't see how it would be possible to dismiss this as an impact of the planned changes. Real-time noise assessments, rather than average decibel levels, need to be made.

Ground vibrations from the noise may increase the likelihood of bluff sloughing, which occurs on Whidbey Island and on the Port Townsend side of Admiralty Inlet. Such events are both dangerous and economically harmful.

The effects of hazardous-to-human noise levels on wildlife (marine and terrestrial) and domestic livestock need to be studied.

No information has yet been provided on fuel dumping, though eyewitness reports have been made. Fuel dumping needs to be monitored and divulged so that its impact can be assessed.

Apparently, no potential accident zone exists at OLF to protect neighbors and passersby from accidents. Not just neighbors, but pilots and the aircraft themselves are at risk because of the shortness of the airfield.

Increases in the air traffic on the scale planned will have a severe effect on tourism and on property values all over northern Whidbey Island, where both a national preserve and state parks are located.

In summary, the using the OLF for Growler training is neither safe nor suitable. This training should occur in a location more remote from human population density and remote from the rich natural systems of Admiralty Inlet and Whidbey Island.

(b)(6)
Port Townsend, Washington

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: Request for full environmental and health impact disclosure re impact of Growlers at OLF
Date: Wednesday, January 29, 2014 23:02:25

To whom it may concern:

The Navy considers any sound above 84dB as noise hazardous, or having the potential to cause hearing loss. The F/A-18E/F Growler aircraft emits, a maximum of 150 dBs, high enough to result in permanent hearing loss. 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. Real-time high noise events experienced with each touch-and-go operation should be measured rather than averages over periods when the jets aren't even flying.

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.

The adverse noise impacts to wildlife must be studied and disclosed. In particular, impacts in areas where there are aggregations of birds 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. Additionally, impacts of noise on livestock also need to be disclosed.

HEALTH: 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: the World Health Organization, the US Department of Transportation, and the US Environmental Protection Agency. The EIS needs to consider the variable ages of the affected human population especially youth in the Coupeville school system. There needs to be particular consideration of travelers 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., such as the increased rates of cardiovascular disease).

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 with a system allowing members of the public to report fuel dumping. These results need to be evaluated both in terms of human and animal (livestock and wildlife) health and effects on vegetation, including forest trees. 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 impacts to aquatic systems, including both freshwater and marine waters that may be receiving dumped fuel.

The impacts to human and animal health from electromagnetic radiation from antenna farms & radar installations needs to be investigated and disclosed. NAS Whidbey's greenhouse gas emissions should be disclosed, including that portion attributable to touch and go carrier training.

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. Keeping it open will cause some of the people of Coupeville permanent hearing loss; air pollution from fuel dumps in the air; risk of jets crashing into civilians' houses.

ENVIRONMENT: The OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting recreational/tourist use and appreciation. Please fully consider the real effects of OLF operations on these significant values. Air Pollution and Climate Change Pollution from jet aircraft releases harmful greenhouse gases that will contribute to climate disruption.

REAL ESTATE VALUES: Home sales in that area have shown a steep decline from 2008 to 2012, whereas sales in Langley and Freeland and in Island County, as a whole, have increased during that period. With the continued jet problem this downward spiral is certain to escalate.

Vegetation management. The EIS needs to address weed control around OLF, particularly of Canada Thistle, blackberry & Scotch Broom. There are several rare plants and communities present on NAS Whidbey including forest at Rhododendron Park, prairie remnants on Smith Prairie (including the presence of the federal and state listed Golden Paintbrush, 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 Without active management, degradation is predictable and should be discussed.

GEOLOGIC IMPACT: An examination of the possible impact of aircraft noise and ground vibrations on the various island slide areas including in the Ledgewood Beach community and the bluff collapse at Chetzemoka Park in Port Townsend.

In conclusion The OLF was not used for the second half of 2013, during which time training has been conducted elsewhere. Less populated areas should be considered for Touch & Go traffic required for training. This would make it safer for everyone including the Navy families living under the planes. Yakima is an option with airfields and facilities to accommodate staff. It is less than ten minutes by growler to eastern WA. & these planes all ready use this area regularly.

Respectfully,

(b)(6)

Port Townsend, WA

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: comment on "growlers".
Date: Thursday, January 30, 2014 0:15:23

thanks for allowing us citizens to comment on this matter for which we pay with both our tax dollars and the ever-diminishing peace and quiet in our homes.

the navy's continued escalation of operations with these even louder-than-the-A6 aircraft is by all science clearly detrimental to the health of the environment and the residents who dwell within the hideously loud noise zones. it also constitutes a "taking" by the navy of our personal property.

in sum, i wish to state that in my opinion navy operations at OLF coupeville have absolutely NO REDEEMING QUALITIES WHATSOEVER. the field should be closed and turned into perhaps a wildlife refuge or college campus. either would be a far more constructive use of tax dollars.

thank you.

(b)(6)

langley, washington and laupahoehoe, hawaii.

Ex nihilo nihil fit.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: My thoughts
Date: Thursday, January 30, 2014 0:17:29

I have spoken my piece - I have placed calls in the past to the Navy Base - expressing my feelings about the horrific airplane noise. To say anything more would be to have it fall on deaf ears....at least that is how it feels.

To be quite frank, with the circumstances as they seem to be at this moment in time, I don't believe the Government...in this case, the Navy, really cares what the U.S. citizens think, or how they feel, or what they believe. We are 'subjects' - we pay taxes, which pay the salaries of the government, the military.

I suppose the whole world needs to be destroyed by war-making machinations, and that does not bode well for peace.....in the world, or in our community - if the divisiveness that is now occurring between citizens of Whidbey Island and the Navy is any indication.

Whidbey Island is a beautiful, pristine, piece of paradise. We are blessed to have Ebey's Landing as a nature reserve. We are blessed to have healthy, organically raised food grown by farmers living here who care - about the land and about people. The parks, the forests. Is this the only place in the U.S. that has 'perfect' conditions for the Navy pilots to train?

Do the independently conducted environmental studies reflecting the extremely high decibel levels mean nothing? Does the Navy think that we're all just making all of this up?

I respect our military --- all the branches of the service. Is that respect returned?

As citizens, we are being abused.....and we're living in a peace zone....supposedly.

I have no issue with the Navy's need to train - I cannot change anyone's mindset about the need for training. I have no desire to even begin to quarrel with that. But I beseech the powers that be, to please give serious, thoughtful consideration to the voices of the people on Whidbey Island and surrounding areas. Our health, our lives, and that of our families, and the military families too, are in serious jeopardy here on the Island as long as the touch and go training is allowed to continue on OLF. The noise before the Growlers were transferred here was horrible enough, now it is like living in a war zone.

Why can't the Navy buy up as much acreage in a remote area as they need to enable them to conduct their necessary training? Why here?

Having come out of a surprise marital breakup, I moved to Coupeville area; I was pressed for time to find a place, and pressed financially. And then, apparently, my realtor(s) were not fully forthcoming as the depth and seriousness of the 'noise' issues were not divulged fully - and I, like so many others, were also not given the full disclosure form - just a page with two lines on it about the noise. Had I known the volume, frequency, and major disturbance it would cause in my life, particularly during summer night flying which has gone on for hours several nights consecutively, for months, I would have somehow made a decision otherwise....despite the obstacles that I was already dealing with.

What about our children? What about their sleep? What about their playgrounds? What about their schools and playgrounds? This noise that 'we' are discussing is far beyond normal circumstances. If the Navy personnel needs ear protection during take off and landing, what about us????

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Growlers
Date: Thursday, January 30, 2014 0:19:30

To whom it may concern,
The baseline for any study on Growlers must begin with no Growlers, as the EA was the only document used, when an EIS should have been done. Start from 0 please.

(b)(6)

Coupeville, WA 98239

From: (b) [REDACTED]
To: (b) [REDACTED] AVFAC LANT VAQ ops EIS
Cc: citizensoftheebeyreserve2@gmail.com
Subject: F/A-18E/F Growler
Date: Thursday, January 30, 2014 0:20:47

It is my understanding that the Navy considers any sound above 84dB to be hazardous to hearing, having the potential to cause hearing loss. The F/A-18E/F Growler aircraft emits a maximum of 150 dBs, high enough to result in permanent hearing loss. This being the case, actual noise levels on the ground, at all frequencies, need to be measured in all affected areas, not just in the immediate vicinity of the OLF. This includes all of central and north Whidbey Island, including Coupeville and Oak Harbor, all affected state parks, 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. Real-time high noise events experienced with each touch-and-go operation should be measured rather than averages over periods when the jets aren't even flying. It is the peak noise level produced that is the issue. "Averages" are dishonest, because they purposely avoid revealing peak noise levels.

In the past, the noise from these jets has awakened us at night and I don't appreciate hearing them during the day either. Please cancel this testing/practice program permanently or move it to an unpopulated area.

Thank you.

(b)(6) [REDACTED]

Port Townsend, WA

(b)(6) [REDACTED]

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: Growlers
Date: Thursday, January 30, 2014 0:32:12

Greetings, Gentlemen:

As I pilot, I love the sound of aircraft. As the son and the brother of men that served in the U.S. Navy, I'm proud of their service and yours.

I am NOT however, pleased with the recent increases in the noise from the training missions of the new Growler squadrons based at NAS Whidbey. The Prowlers were bad enough; these jets are noisier by far. I reside on the water in Port Townsend, far from the outlying field, but the noise of their touch and go landings is awful. It disturbs my evening relaxation and my sleep, puts my partner on edge and really should be done in one of the many other desert military operations areas available to you and the other services. You are there to protect us, not to annoy us!

I can't imagine how awful it must be to live near OLF. The use of this field should be ended. You have compromised the health of our neighbors and the value of their property, and driven away the visitors that may have wanted to live and invest here. The escalation of your activities is unnecessary and unwanted, so STOP.

Seriously,

(b)(6)

Port Townsend WA 98368

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Close OLF
Date: Thursday, January 30, 2014 0:51:27

The Growlers need to go! Whidbey island and North Puget Sound is no place for the EA18 Growlers and their low-level training operations. These jets and their negative impacts do not belong over our National Monument Parks, or the Ebey's Landing National Historical Reserve, or threatening the environment, health, and lives of people and endangered species who live here, including our beloved and critically endangered resident Orcas.

Sent from my iPhone

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: "EA-18 Growler" Operations at OLF, Coupeville, Whidbey Island
Date: Thursday, January 30, 2014 0:51:59

The Growlers need to go! Whidbey island and North Puget Sound is no place for the EA18 Growlers and their low-level training operations. These jets and their negative impacts do not belong over our National Monument Parks, or the Ebey's Landing National Historical Reserve, or threatening the environment, health, and lives of people and endangered species who live here, including our beloved and critically endangered resident Orcas.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Close OLF
Date: Thursday, January 30, 2014 0:52:15

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Sent from my iPhone

From: [Island cleaning](#)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Close OLF
Date: Thursday, January 30, 2014 0:53:16

The Growlers need to go! Whidbey island and North Puget Sound is no place for the EA18 Growlers and their low-level training operations. These jets and their negative impacts do not belong over our National Monument Parks, or the Ebey's Landing National Historical Reserve, or threatening the environment, health, and lives of people and endangered species who live here, including our beloved and critically endangered resident Orcas.

Sent from my iPhone

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [citizensoftheebysreserve2](#)
Subject: EA-18 Growlers
Date: Thursday, January 30, 2014 7:44:51

These planes with their ear splitting noise and low level training operations need to be moved out of this populated area. Its impossible to enjoy working outside when they are flying. They are very disruptive, and potentially dangerous

(b)(6)

Camano Island Wa 98282

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA-18G "Growler" EIS comments
Date: Thursday, January 30, 2014 11:54:36

To whom it may concern:

My husband and I are residents of Port Townsend, Wa, just a thirty-minute ferry from Whidbey Island, since 2001. We are more recently the unwilling recipients of the disturbing and life altering noise produced by the Navy's Growler jets. We have been frightened on more than one occasion by their sudden and shocking sound, thinking that a terrible explosion had occurred somewhere in Port Townsend or on Whidbey Island. Other times, there is a constant rumbling as the jets go round and round, touching and landing, treating the small, community landing pad like an aircraft carrier. I can only imagine what the circumstances are like for the residents of the island.

Below are my comments for your consideration. I hope that MY government will consider the well-being of it's people - their lives, children, health - and the natural world in which we all live FIRST and not just the good of the military industrial complex when making its decision on this issue.

NOISE: The Navy considers any sound above 84dB as noise hazardous, or having the potential to cause hearing loss. The F/A-18E/F Growler aircraft emits, a maximum of 150 dBs, high enough to result in permanent hearing loss. 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. Real-time high noise events experienced with each touch-and-go operation should be measured rather than averages over periods when the jets aren't even flying.

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.

The adverse noise impacts to wildlife must be studied and disclosed. In particular, impacts in areas where there are aggregations of birds 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 Marbeled 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. Additionally, impacts of noise on livestock also need to be disclosed.

HEALTH: 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: the World Health Organization, the US Department of Transportation, and the US Environmental Protection Agency. The EIS needs to consider the

variable ages of the affected human population especially youth in the Coupeville school system There needs to be particular consideration of travelers 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., such as the increased rates of cardiovascular disease.

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 with a system allowing members of the public to report fuel dumping. These results need to be evaluated both in terms of human and animal (livestock and wildlife) health and effects on vegetation, including forest trees. 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 impacts to aquatic systems, including both freshwater and marine waters that may be receiving dumped fuel.

The impacts to human and animal health from electromagnetic radiation from antenna farms & radar installations needs to be investigated and disclosed. NAS Whidbey's greenhouse gas emissions should be disclosed, including that portion attributable to touch and go carrier training.

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. Keeping it open will cause some of the people of Coupeville permanent hearing loss; air pollution from fuel dumps in the air; risk of jets crashing into civilians' houses.

ENVIRONMENT: The OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting recreational/tourist use and appreciation. Please fully consider the real effects of OLF operations on these significant values. Air Pollution and Climate Change Pollution from jet aircraft releases harmful greenhouse gases that will contribute to climate disruption.

REAL ESTATE VALUES: Home sales in that area have shown a steep decline from 2008 to 2012, whereas sales in Langley and Freeland and in Island County, as a whole, have increased during that period. With the continued jet problem this downward spiral is certain to escalate.

Vegetation management. The EIS needs to address weed control around OLF, particularly of Canada Thistle, blackberry & Scotch Broom. There are several rare plants and communities present on NAS Whidbey including forest at Rhododendron Park, prairie remnants on Smith Prairie (including the presence of the federal and state listed Golden Paintbrush, 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 Without active management, degradation is predictable and should be discussed.

GEOLOGIC IMPACT: An examination of the possible impact of aircraft noise and ground vibrations on the various island slide areas including in the Ledgewood Beach community and the bluff collapse at Chetzemoka Park in Port Townsend.

Sincerely,

(b)(6)

Port Townsend, WA 98368

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#); citizensoftheebeyreserve2@gmail.com
Subject: EA-18G "Growler" EIS comments
Date: Thursday, January 30, 2014 12:00:49

To whom it may concern:

My wife and I are residents of Port Townsend, Wa, just a thirty-minute ferry from Whidbey Island, since 2001. We are more recently the unwilling recipients of the disturbing and life altering noise produced by the Navy's Growler jets. We have been frightened on more than one occasion by their sudden and shocking sound, thinking that a terrible explosion had occurred somewhere in Port Townsend or on Whidbey Island. Other times, there is a constant rumbling as the jets go round and round, touching and landing, treating the small, community landing pad like an aircraft carrier. I can only imagine what the circumstances are like for the residents of the island.

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HEALTH: 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: the World Health Organization, the US Department of Transportation, and the US Environmental Protection Agency. The EIS needs to consider the variable ages of the affected human population especially youth in the Coupeville school system There needs to be particular consideration of travelers 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

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REAL ESTATE VALUES: Home sales in that area have shown a steep decline from 2008 to 2012, whereas sales in Langley and Freeland and in Island County, as a whole, have increased during that period. With the continued jet problem this downward spiral is certain to escalate.

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Sincerely,

(b)(6)

Port Townsend, WA 98368

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Concerns about the Growlers-EIS statement
Date: Thursday, January 30, 2014 12:39:43

U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508

To: U.S. Navy WhidbeyEIS@navy.mil
Cc: citizensoftheebeyreserve2@gmail.com

The following issues greatly concern me in regard to the flying of Growlers over inhabited areas. I live within the flight path as do my friends and community members.

First, with the many types of planes flying out of Whidbey there is a higher chance for accidents and for falling plane parts as well as more fuel dumps into our waters and onto our land, which is essential to life. So there are environmental as well as effects on the life of people in the present moment.

There are other health consequences from the noise which harms hearing, leads to a rise in blood pressure and cardiac problems, social relationship problems from the stress, harmful to children's development and learning (trouble for all down the road, not to mention in the present). These planes are life threatening when they are close to inhabited areas, even when not deployed to bomb people. If you are flying to protect us but are killing us, these seems like a strange way to protect us.

As a home owner, owner of rental properties and community member I am concerned about what will likely happen to property values and the quality of our lives in the community.

It seems that the base could be re-located to an area where it would do less harm, say China Lake or some such location?

I understand that there will be Canadian and Australian pilots brought here, too. That is a concern to me as it will add more flights.

I'm also concerned that years of effort secured Ebey's Reserve as a Park will be in vain.

Sincerely,
(b)(6)
Port Townsend, WA 98368

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com; darrellw@windermere.com
Subject: EIS comments
Date: Thursday, January 30, 2014 13:04:36

The Growlers need to go! Whidbey island and North Puget Sound is no place for the EA18 Growlers and their low-level training operations. These jets and their negative impacts do not belong over our National Monument Parks, or the Ebey's Landing National Historical Reserve, or threatening the environment, health, and safety of people and endangered species who live here, including our beloved and critically endangered resident Orcas.

(b)(6)

Coupeville, WA 98239

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Close the OLF, NOW!
Date: Thursday, January 30, 2014 16:57:58

The OLF must close, and the growlers should go too. This is an invasion, a blight on an otherwise pristine eco system. You are ruining the health of the human, animal, and plant population by allowing these monsters to fly over the inhabited areas of this island.

When the president said that Gitmo would close, and that we would set an example for the world to see that we do not torture people in this country, he was unfortunately wrong. We, loyal American, hard working, tax paying citizens are being tortured, if we were unfortunate enough to have been "sold a bill of goods" about how infrequently the OLF is used. It was and is a lie. These planes are pure torture in every sense of the word. They are not compatible with normal, healthy, secure living.

Close the OLF! Close it NOW, NOW, NOW!

(b)(6), tortured citizen of Coupeville, WA

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EA-18G Growler airfield operations
Date: Thursday, January 30, 2014 18:05:58
Attachments: [Growler Operations.doc](#)

Please see enclosed letter to U.S. Navy EA-18G WIA Project Manager.

(b)(6)

January 30, 2014

U.S. Navy
EA-18G WIA Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508

RE: EA-18G Growler airfield operations

Our home is in central Port Townsend on a hill overlooking Admiralty Inlet and Whidbey Island. We are writing to you because we are directly affected by operations at Whidbey NAS.

In 2012 and 2013 we were extremely disturbed by very loud and late night flights of what we have learned were the Growler jet aircraft using the field near Coupeville for training exercises. We could not have normal conversations, enjoy music or reading, or get to sleep. In short, it was affecting our quality of life in our home.

We are also concerned about the impact of the extreme noise on the area wildlife in our parklands, waters and air.

We have now learned that the Navy is proposing to re-start and expand operations from the Coupeville airfield. We are asking that you reconsider this proposal, and instead move these operations to a minimally populated area where there would be less impact on people and nature.

Thank you for your consideration.

(b)(6)

Port Townsend, WA 98368

Cc: Senator Maria Cantwell
Senator Patty Murray
Congressman Derek Kilmer

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: Comments Regarding EIS for "EA-18 Growler" Operations at OLF, Coupeville & Whidbey Island
Date: Thursday, January 30, 2014 19:09:14

Comments Regarding the EIS for "EA-18 Growler" Operations at OLF, Coupeville & Whidbey Island

TO: U.S. Navy

EA-18G EIS Project Manager (Code EV 21/SS)

NAVFAC Atlantic 6506 Hampton Blvd.

Norfolk, VA 23508

To: U.S. Navy: WhidbevEIS@navv.mil

From: (b)(6)

The addition of more Navy aircraft on Whidbey Island impacts the whole northern area of Puget Sound. There are many considerations that have not been addressed. There is the impact on health for humans (adults, children and elderly), animals on land and in the water, and fuel dumping, parts from planes, and potential plane crashes.

Training day and night disturb thousands of people in a large area.

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. Consideration should also be made for the addition of the 110 P8's that will be added to the Central Puget Sound air space and its impact on Port Townsend. A 'no flight' option should be considered as an alternative.

NOISE: Test real-time high noise events on the ground at OLF, Coupeville 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." Test decibel levels in Port Townsend when the OLF field is in use, including both day and night activities. What will the frequency of use be and how will it impact Port Townsend? Commercial airports have more sound monitoring protection than military bases. Growlers are the worst offenders heard by residents -- not as promised by the Navy to be quieter.

PUBLIC HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; children; and the harm to livestock and wildlife -- especially birds being hit by planes. Reference studies by: World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency.

ENVIRONMENT: Examine the effects of additional Growler squadron operations on the valuable recreational (including boating activities and events), tourist, agricultural and wildlife uses in Port Townsend and Central Puget Sound including all environmental, cultural, and historically significant structures and important wildlife and migratory bird habitats.

ECONOMIC & REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF will impact the Port Townsend real estate market., especially a population of people who have retired to this location and purchased homes for the tranquility and peace of the town and region. Tourism is the base of the Port Townsend economy and jet noise has the potential to destroy the sustainability of the local economy and the economic impact of the Growlers on Port Townsend must be considered.

ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF and permanently relocate all EA-18G and EA-6B jets and flight training to safe, state-of-the-art facilities in non-populated areas. "

Please conduct a more thorough evaluation than has happened so far -- a complete Environmental Impact Statement before expanding Navy use of this area.

Sincerely,

(b)(6), Port Townsend, WA 98368

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Whidbey OLF and noise
Date: Thursday, January 30, 2014 20:08:05

Is the Navy hell-bent on destroying the community of Coupeville? It seems so. Commander Nortier of the base was quoted in the local paper recently inferring that many people in the area would be “unhappy” with the results of the Environmental Impact study. How would he know this so far ahead of time? The EIS is not due to be completed until 2015. Is the Navy “playing fair?” In the meantime folks have to endure the noise of the jets not only at the OLF, but in the surrounding communities.

Coupeville is just one of many communities around the world impacted by loud, uncomfortable, sometimes intolerable, noise created by military jets. It is past time that the DOD, the Navy and the Air Force stop tormenting citizens of the United States, Japan, Europe and Australia. It is time to make compromise on both sides. As I understand it the Navy was presented with proposals in 2009 to reduce the impact of noise pollution, but the Navy opted for the highest performing jets – the world is too small a place to accommodate the noisiest jets and homes for human beings. Could the performance be cut 5%, 10%, 20% and the jets still be effective at what they do? The Navy needs to be accountable to the citizens effected by their actions. To claim that what they do is necessary for the safety and freedom of citizens must now be justified if they are going to destroy communities in order to practice maneuvers and so far Navy personnel have behaved in a paternalistic manner towards those who would question the efficacy of the jet practice.

Stop the noise pollution - I have confidence that it is doable.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: Scope of EIS for increased operations related to Whidbey Island naval operations
Date: Thursday, January 30, 2014 20:15:41

The Environmental Impact Statement should include an evaluation of socio-economic factors that would result from increased Growler operations at Naval Air Station Whidbey Island.

The proposed increase of two Growler Squadrons and the noise associated with training along with routine operations will result in a negative economic impact for many residents whose property values are sure to decline due to increased noise and associated health impacts. Several nearby communities that do not currently enjoy a significant positive offsetting economic impact from NAS operations will likely endure decreased tourism as flyovers increase.

While the Navy's current attempts at mitigation, such as limiting training exercises at OLF during school testing periods, and attempting to end training flights at midnight are laudable, they illustrate precisely why any increase of such flights are incompatible with the Whidbey Island location.

The decibel levels generated by the growlers are high enough to disrupt human concentration and should be conducted only in areas of extremely low population. The Pacific Northwest experiences very long daylight hours which require the late flights necessary to simulate aircraft landings. The EIS should address the impact of sleep deprivation to the civilian population and include the cumulative effect of concentration loss during periods of not only noise, but long-term sonic vibration in one's living area.

The decibel levels generated will be an extreme hardship also to all the living animals, plant life and ocean creatures that are unable to "comment" but have existed in peace for hundreds of thousands of years and continue to serve us. These lands along with our cliffs, embankments, and animal life were here long before this airfield and the peoples of these communities have worked relentlessly to keep up, improve and nurture them.

The EIS should evaluate the efficacy of utilizing an airfield built during World War II for Grower aircraft landing exercises given the changes in aircraft technology and civilian habitation in the area during the past 60 years, and the Navy should evaluate alternatives that are less harmful to the surrounding populace and less burdensome to the local economy.

Thank you.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: No growlers in Puget Sound
Date: Thursday, January 30, 2014 21:59:11

Dear Sirs,

I am extremely concerned about the impact on the quality of life in northern Puget Sound of the Navy's proposed expansion of Growler training flights. Both Growler and P8 flights should be eliminated, not increased, in this populated area, and training take place in unpopulated areas. The noise of the Growlers and P8s in Port Townsend has already become intolerable, when flights take place, and I am concerned about hearing loss, increased health risks for humans and wildlife, and the decrease in property values in the area. I moved to Port Townsend 8 years ago, reveling in the relief from jet noise I was experiencing in Seattle. The Growler flights are much worse and P8s equally polluting of the soundscape. Increasing such flights in this area is the equivalent of condemning a large area of precious water and land, including many parks, making them unfit for habitation and enjoyment by humans and other species alike.

Please close the Coupeville OLF and relocate training flights to non-populated areas.

Sincerely,

(b)(6)

Port Townsend, WA 98368

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: Growlers on Whidbey Island
Date: Thursday, January 30, 2014 23:04:30

Sir:

I am extremely unhappy to learn of further increase of touch and go Growler flights at Whidbey OLF. I moved to Port Townsend for the regional beauty, peace and quiet. I understand the Navy's own standards show that noise over what, 85 dB is dangerous? The Growlers are a lot louder than that. Look it up.

Suggest you send the training flights to China Lake and preserve the health, safety and quiet here in the PNW.

Cordially,

(b)(6)
Port Townsend, WA

Sent from my new Tricorder.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheveysreserve2@gmail.com
Subject: EA-18 Growler EIS
Date: Friday, January 31, 2014 1:35:09
Attachments: [Growler EIS.rtf](#)

See attached:

TO: U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508

(b)(6)

Port Townsend, WA 98368
January 30, 2014

Because the operation of EA-18 Growlers at NASWI and OLF Coupeville has such huge and widespread impacts, the scope of the EIS should be expanded to be as large as possible. Impacts to assess should include (but not be limited to):

- The noise and public health impacts on *all* communities that are subjected to the noise of Growler training flights from Whidbey airfields
- The full ecological effects of this program on all non-human populations
- The comprehensive impacts to regional human economic activity, including agriculture, sport and commercial fishing, cultural events, and real estate

In addition to a very broad assessment of the huge impacts of these training flights, the Navy's EIS should include a "no flight" alternative, or more accurately, an alternative whereby the entire Growler squadron is moved to a more appropriate facility elsewhere in the country.

From: (b) .
To: (b) (6) VFAFAC LANT VAQ ops EIS
Subject: EIS on the Coupeville Landing Field
Date: Friday, January 31, 2014 12:26:36

To Whom It May Concern,

As a long time resident of Puget Sound and Port Townsend, I am extremely concerned about the impact on the quality of life in northern Puget Sound of the Navy's proposed expansion of Growler training flights. Both Growler and P8 flights should be eliminated, not increased, in this populated area, and training take place in unpopulated areas. The noise of the Growlers and P8s in Port Townsend has already become intolerable, when flights take place, and I am concerned about hearing loss, increased health risks for humans and wildlife, and the decrease in property values in the area.

I moved to Port Townsend 17 years ago, reveling in the relief from jet noise I was experiencing in Seattle. The Growler flights are much worse and P8s equally polluting of the soundscape. Increasing such flights in this area is the equivalent of condemning a large area of precious water and land, including many parks, making them unfit for habitation and enjoyment by humans and other species alike.

Please close the Coupeville OLF and relocate training flights to non-populated areas.

Sincerely,

(b)(6)

Port Townsend, WA 98368

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: re: Training flight
Date: Friday, January 31, 2014 12:27:48

Dear Sirs,

I am extremely concerned about the impact on the quality of life in northern Puget Sound of the Navy's proposed expansion of Growler training flights. Both Growler and P8 flights should be eliminated, not increased, in this populated area, and training take place in unpopulated areas. The noise of the Growlers and P8s in Port Townsend has already become intolerable, when flights take place, and I am concerned about hearing loss, increased health risks for humans and wildlife, and the decrease in property values in the area. Increasing such flights in this area is the equivalent of condemning a large area of precious water and land, including many parks, making them unfit for habitation and enjoyment by humans and other species alike. Please close the Coupeville OLF and relocate training flights to non-populated areas.

Sincerely,

(b)(6)

Port Townsend, WA 98368

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: Growler Jets and Training is Having Serious Impact on Economy, People and the Environment
Date: Friday, January 31, 2014 13:10:00

I would like to provide comment on use of Whidbey Naval Air Station and surrounding areas for Growler Jets and training.

The Growlers are having a significant impact on the area. I live on the Sound end of Whidbey so only experience the impact when on the North end at Deception Pass State Park and in the Coupeville area. Sporadically, I cannot engage in my activity due to the extreme noise of the Growlers.

Because of the number of comments I now get from those visiting the island, I know that the extreme noise and resulting impacts are frequent. A coworker whose family was making a summer camp trip to Deception Pass State Park a family tradition has stopped going because of the extreme noise. Over the last 6 months, I've had others who have visited the island comment to me :”how can anyone live where that noise is so extreme?”, after leaving the area on their visit because of the noise. I also recently spoke to someone from the Coupeville area who said they think they are going to have to move, because the noise has become so extreme. Now if visitors are leaving the area because of the noise, vacationers are discontinuing their visits, and home owners are looking at selling out and leaving, can you really suggest that the noise is not having an extreme human impact and no doubt a serious environmental impact as well? Growlers need to be removed from our military system and replaced with more effective military hardware. Until that happens, Growlers need to be taken out of service and taken out of the Whidbey airspace.

Thank you for taking my comment.

(b)(6)

Clinton, WA 98236

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Touch and Go Training on Whidbey IS.
Date: Friday, January 31, 2014 13:13:40

U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd
Norfolk, VA 23508

In Port Hadlock WA we are hearing increasing traffic noise of Touch and Go training conducted on Whidbey Island by the U. S. Navy. Growler decibels levels negatively impact the health of our children, our livestock, wildlife, and the

community at large. The proposed buildup in squadron size and training flights will degrade the character of the Central Puget Sound region. The locals stay here and tourists come here because of natural

beauty, recreational attractions, and wildlife habitats that will be lost as the area becomes an extended militarized zone. The Navy disregards the effects of deafening noise on livestock and wildlife, including sea life life and migratory

birds.

We appreciate the service and protection you give to our country. The sound of Growlers has become a health issue for our area. The Navy has less vulnerable bases for pilot training, including the million-acre Station China Lake in

California's Mojave Desert. It should close the small, outdated Coupeville Outlying Landing Field (OLF) and relocate all jet operations to newer, safer facilities in non-populated areas.

Sincerely,

(b)(6)

Port Hadlock, WA 98339

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Scoping Comments on expansion of Operations at Whidbey Air Base
Date: Friday, January 31, 2014 13:26:51

Greetings:

Please consider these comments as you develop the EIS for continued/expanded EA-18 Growler operations at the Naval Air Station Whidbey Island.

NOISE: The Navy considers any sound above 84dB as noise hazardous, or having the potential to cause hearing loss. The F/A-18E/F Growler aircraft emits a maximum of 150 dBs, high enough to result in permanent hearing loss. 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. Real-time high noise events experienced with each touch-and-go operation should be measured rather than averages including periods when the jets aren't even flying.

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.

The adverse noise impacts to wildlife must be studied and disclosed. In particular, impacts in areas where there are aggregations of birds 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 and those, plus impacts of noise on livestock, need to be disclosed.

The EIS should look at the potential for quieting the Growler and all military aircraft in play at the base. Why do we require quieting for commercial craft and not military, when both are flown over populated areas of the US?

HEALTH: 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: the World Health Organization, the US Department of Transportation, and the US Environmental Protection Agency. The EIS needs to consider the variable ages of the affected human population especially youth in the Coupeville school system. There needs to be particular consideration of travelers 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., such as the increased rates of cardiovascular disease). The EIS should conduct a study that allows it to be comprehensive in its assessment of noise impacts on human health.

The Navy needs to disclose any existing data regarding fuel dumping and, if there is none, disclose this lack of data. Furthermore, discussion of the need for a formal monitoring program needs to be put in place to log and record instances of fuel dumping, including quantity, where the dumping occurred, jet speed and elevation. This system should incorporate a system allowing members of the public to report fuel dumping. This issue needs to be evaluated both in terms of human and animal (domestic and wild) health and effects on all vegetation, from grasses through trees. 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 impacts to aquatic systems, including both fresh and marine water that may be receiving dumped fuel.

The impacts to human and animal health from electromagnetic radiation from antenna farms & radar installations need to be investigated and disclosed. NAS Whidbey's greenhouse gas emissions should be disclosed, including

that portion attributable to touch-and-go carrier training.

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. Keeping it open will cause some of the people of Coupeville permanent hearing loss; air pollution from fuel dumps in the air; risk of jets crashing into civilians' houses. This must be addressed.

NATURAL ENVIRONMENT: in addition to environmental issues discussed above, the OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting recreational/tourist use and appreciation. Please fully consider the real effects of OLF operations on these significant values. In addition, the air pollution from jet aircraft releasing harmful greenhouse gases that will contribute to further climate disruption should be addressed.

REAL ESTATE VALUES: Home sales in that area have shown a steep decline from 2008 to 2012, whereas sales in Langley and Freeland and in Island County, as a whole, have increased during that period. With the continued jet problem this downward spiral is certain to escalate. The EIS should investigate reimbursement mechanisms and associated costs for such diminution in value.

Vegetation management: The EIS needs to address weed control around OLF, particularly of Canada Thistle, blackberry & Scotch Broom. There are several rare plants and communities present on NAS Whidbey including forest at Rhododendron Park, prairie remnants on Smith Prairie (including the presence of the federal and state listed Golden Paintbrush), 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. Without active management, degradation is predictable and should be discussed.

GEOLOGIC IMPACT: An examination of the possible impact of aircraft noise and ground vibrations on the various island slide areas including in the Ledgewood Beach community and bluff collapse at Chetzemoka Park in Port Townsend should be included.

IN CONCLUSION: The OLF was not used for the second half of 2013, during which time training has been conducted elsewhere. Less populated areas should be considered for training with all such options fully discussed.

Thank you for including consideration of these scoping comments in your EIS.

Sincerely,

(b)(6)

President

Aquatic Resources Conservation Group

Olympic Peninsula Office

(b)(6)

Port Townsend, WA 98368

(b)(6)

www.arc-group.org <<http://www.arc-group.org>>

ARC Group is a Washington State registered, federally recognized 501 (c)(3) nonprofit which, for over 30 years, has dedicated its efforts toward achieving better governance of water resources.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA 18-Growler Operations at OLF
Date: Friday, January 31, 2014 13:35:58

To: U. S. Navy

EA-186 EIS Project Manager (Code EV 21/SS)

NAVFAC Atlantic

Dear Project Manager:

I am writing in the hope that the Coupeville OLF will be permanently shut down and all operations there will cease. I am fully aware of positions taken by both sides in the debate over whether the OLF should be kept operational or closed. Of all the reasons (both pro and con) that have been put forward in this debate, I believe that the single most important consideration is the health of the human beings who live near the OLF. Pro-OLF people cite their support of the Navy, the long-term presence of the Navy on the island, the fact that people were warned about noise levels prior to moving to Coupeville and the dependency of local businesses on Navy customers. Anti-OLF people cite harm caused to humans and animals by exposure to jet noise and the fact that many people were not given fair warning about noise levels prior to buying homes in the area. Having carefully examined all the pros and cons, it is clear to me that the health concerns are the most significant. Businesses will thrive and flourish on the island even if OLF is closed. The Navy will find another place to practice touch-downs. But once a person's hearing is gone, it is gone forever. Studies by health professionals show conclusively that exposure to jet noise negatively affects hearing. Medical professionals have also provided conclusive evidence linking jet noise exposure to cardiovascular disease, elevated stroke risk, hypertension and elevated mortality rates. Studies also show a linkage to psychological disturbances associated with sleep deprivation and concomitant impact on work and academic performance. I provide here a brief list of links to some of these studies:

<http://www.techtransfer.berkeley.edu/aviation06downloads/adams.pdf> ("The Effects of Aviation Noise on People" by Rob Adams, Sr. Project Manager, Institute of Transportation Studies, University of California, Berkeley.)

<http://www.chchearing.org/noise-center-home/facts-noise/airport-noise> ("Airport Noise Fact Sheet," Center for Hearing and Communication.)

<http://www.chchearing.org/noise-center-home/facts-noise/noise-hearing> ("Noise and Hearing Fact Sheet," Center for Hearing and Communication.)

<http://www.hsph.harvard.edu/news/press-releases/aircraft-noise-linked-with-heart-problems/> ("Aircraft Noise Linked with Heart Problems," Harvard School of Public Health.)

<http://informahealthcare.com/doi/abs/10.3109/03005367909078881?journalCode=bjap> (“Effects of Jet Noise on Mortality Rates,” W. C. Meecham and Neil Shaw, UCLA, British Journal of Audiology.)

My husband and I purchased our home in Coupeville in 2002. As a matter of fact, we were not given fair warning about jet noise levels in the area. Our real estate documents provide notice of “some noise from Oak Harbor jets.” Our Coupeville home is 10 miles from Oak Harbor. We were not advised that there would be routine touch-downs in our area. Over the years, we have experienced jet noise loud enough to cause reverberations throughout our bodies. Jets have flown so low over our property that it is possible to see the pilots inside the cockpits. The noise is excruciatingly loud. My husband already had severe hearing impairment prior to our move to Coupeville. Now he is at risk of losing his hearing altogether.

I want to make it clear that I am grateful beyond measure for the Navy’s service to our country. My father was a U. S. Army pilot. I share completely the support of the U.S. Military voiced by the pro-OLF supporters. But I also know that the Navy exists to protect us from harm, not to cause harm to U.S. citizens. I trust that you have studied and will continue to study the relevant scientific research on the foregoing issues. It is clear that science should and must decide the debate on the Coupeville OLF dilemma.

All the best,

(b)(6)



Coupeville, WA 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: oppose growlers at naswi
Date: Friday, January 31, 2014 14:02:44

January 31, 2014

To: U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic 6506 Hampton Blvd.
Norfolk, VA 23508

We have recently learned of plans to increase the number of F/A-18E/F Growler aircraft at Naval Air Station Whidbey Island. We learned that the Growler emits a maximum of 150 dBs, high enough to result in permanent hearing loss as well as causing other health damage to humans and animals. We are extremely opposed to any Growlers at NASWI.

We have suffered from the noise of the current aircraft flying out of NASWI over Port Townsend late at night. We have had to leave Deception Pass State Park because of the barrage of aircraft every few minutes. But this is minimal compared with the damage we will face with two more squadrons of Growlers at NASWI. We do not want ourselves and our neighbors – both human and animal – in Puget Sound neighborhoods to be subjected to the extreme and illegal levels of noise produced by Growlers. It is not appropriate, for example, for aircraft whose sound volume far surpasses state and federal maximum allowable residential levels to fly as low as 250 feet directly over residences when practicing at OLF in Coupeville, Wash.

Before flights start up again, a thorough Environmental Impact Statement must be completed. But we would prefer that the Navy save the expense of a costly and lengthy EIS, and instead take the appropriate action now and move the Growlers permanently out of the rural Pacific Northwest. We understand the military has access to a large area in California that would not impact the health and well-being of thousands of citizens and we urge use of this area for Growlers. Ultimately we would urge that the huge sums of money spent on Growler aircraft be diverted to programs that directly benefit citizens.

Thank you for your attention.

(b)(6)

Port Townsend, WA 98368

cc President Barack Obama, Governor Jay Inslee
Rep. Derek Kilmer, Sen. Patty Murray, Sen. Maria Cantwell

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: RE: Scope of EIS for increased operations related to Whidbey Island naval operations
Date: Friday, January 31, 2014 14:28:45

When conducting surveys regarding the popularity of the increased Growler operations at Naval Air Station Whidbey Island, those surveys should include ALL those who will be affected by those increases, not just those whose families are involved with the naval operations. The tests and surveys should more realistically show the huge impact on the people not only in the immediate area, but those in the surrounding areas that will have to suffer through the tremendous noise pollution, air pollution, and other ill effects of the increased activities of Growlers taking off and landing as well as doing flyovers throughout all hours of the day and night.

As resident of Port Townsend, I would be appalled to be asked to put up with the tremendous noise that comes from the Growlers like it does presently on Whidbey Island. Let's face it, the people who don't mind that noise are the people that are involved with the naval operations. If the increase of activities of Growlers is going to impact Port Townsend and outlying areas, I WOULD WANT TO RELOCATE to an area that did not have so much air pollution. For any civilian person, the current noise on Whidbey Island is totally unacceptable and creates unlivable conditions. If the increased activities will affect those living in the region, the scope of EIS for increased operations should fairly consider the wishes of those residents as well.

Subject: Fwd: Scope of EIS for increased operations related to Whidbey Island naval operations
From: (b)(6)
Date: Thu, 30 Jan 2014 17:32:42 -0800
To: engschool@hotmail.com

Sent from my iPad

Begin forwarded message:

From: (b)(6) >
Date: January 30, 2014 at 5:25:53 PM PST
To: "citizensoftheebysreserve2@gmail.com" <citizensoftheebysreserve2@gmail.com>
Subject: Fwd: Scope of EIS for increased operations related to Whidbey Island naval operations

Sent from my iPad

Begin forwarded message:

From: (b)(6)

Date: January 30, 2014 at 5:15:33 PM PST

To: "WhidbeyEIS@navy.mil" <WhidbeyEIS@navy.mil>

Subject: Scope of EIS for increased operations related to Whidbey Island naval operations

The Environmental Impact Statement should include an evaluation of socio-economic factors that would result from increased Growler operations at Naval Air Station Whidbey Island.

The proposed increase of two Growler Squadrons and the noise associated with training along with routine operations will result in a negative economic impact for many residents whose property values are sure to decline due to increased noise and associated health impacts. Several nearby communities that do not currently enjoy a significant positive offsetting economic impact from NAS operations will likely endure decreased tourism as flyovers increase.

While the Navy's current attempts at mitigation, such as limiting training exercises at OLF during school testing periods, and attempting to end training flights at midnight are laudable, they illustrate precisely why any increase of such flights are incompatible with the Whidbey Island location.

The decibel levels generated by the growlers are high enough to disrupt human concentration and should be conducted only in areas of extremely low population. The Pacific Northwest experiences very long daylight hours which require the late flights necessary to simulate aircraft landings. The EIS should address the impact of sleep deprivation to the civilian population and include the cumulative effect of concentration loss during periods of not only noise, but long-term sonic vibration in one's living area.

The decibel levels generated will be an extreme hardship also to all the living animals, plant life and ocean creatures that are unable to "comment" but have existed in peace for hundreds of thousands of years and continue to serve us. These lands along with our cliffs, embankments, and animal life were here long before this airfield and the peoples of these communities have worked relentlessly to keep up, improve and nurture them.

The EIS should evaluate the efficacy of utilizing an airfield built during World War II for Grower aircraft landing exercises given the changes in aircraft technology and civilian habitation in the area during the past 60 years, and the Navy should evaluate alternatives that are less harmful to the surrounding populace and less burdensome to the local economy.

Thank you.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Date: Friday, January 31, 2014 15:17:46

Dear Project Manager:

I am writing to urge the Navy, in the strongest possible terms, to abandon its EA-18 Growler operations out of OLF Coupeville.

When these jets are flying over the east side of Whidbey Island, they pass within 50 feet of the treetops near my home. They produce the loudest, most destructive, most obnoxious noise that I have ever heard. If I happen to be outside at the time, even cupping my hands over my ears as tightly as possible is not sufficient to prevent pain. And if I am inside, I must wear industrial strength ear protection to prevent further damage to my hearing. I already have a significant hearing loss, caused in part by these infernal jets, and I can not afford for it to get any worse.

I earn my livelihood by writing textbooks for use in colleges and universities, and part of the process involves making voice-over recordings for software that accompanies the books. If I happen to be working on these recordings when the jets start up (even if they are flying on the west side of the Island), I must call a halt to the whole process and send my employee home. But even if I am merely writing something, I must stop what I am doing and wait till the noise abates. Serious academic writing requires peace and quiet, and you better believe there is no peace and quiet when the jets are roaring overhead.

Perhaps most important, I live on the edge of a national historical reserve named Ebey's Landing. This is a place where people go (myself included) on lengthy walks and just to enjoy the gorgeous scenery. Ebey's Landing is one of the most beautiful parts of the whole Island, which, along with its historical value, is the reason it was accorded the status of a national reserve. But when the OLF jets are flying, nobody can enjoy this place. And I can only imagine the damage these jets cause to the hearing of the countless birds and animals that make Ebey's Landing their home—black tailed deer, red tailed hawks, bald eagles, rabbits, barn owls, orcas, ospreys—to name just a few.

Please, please, stop these OLF overflights. Ebey's Landing is not a suitable place for such exercises.

Very sincerely yours,

(b)(6)



Coupeville, WA 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: (b)(6)
Subject: EIS submission
Date: Friday, January 31, 2014 16:03:11

(b)(6)

Port Townsend WA 98368

To the Environmental Impact Statement Whidbey process team

Greetings:

Although we value our security and freedom we also have issues with what we are told is needed to guarantee our security/freedom. These issues include the impact on the other peoples of the world of our military, the impact on our environment, the impact on citizen soldiers that serve in the military, and the underlying assumptions that cause us to have the military that we do have.

On the Naval impact on our environment I offer you, the officers reviewing the EIS Whidbey, the following prose defense of the living world of maritime Washington State. Growler training exercises should be relocated away from populated areas and from Puget Sound:

The abundant waters and rich rainforests of the Olympic Peninsula have nourished humans for at least ten thousand years. Today thousands of people live on the Peninsula and thousands of tourists visit to experience the majestic mountains, hike and explore in the unique Olympic rainforest, sail in the Puget Sound, dive and explore its under water world... Those who live here are employed mostly in boat building and repair, tourism related businesses, house building and wood working, fishing in Alaska. There is a large medical community to serve the numerous senior citizens who have retired in Port Townsend and Sequim.

The natural beauty of the place attracts numerous artists who work in a great variety of mediums. Farming has grown rapidly during the last twenty years in the Port Townsend-Chimacum and Sequim areas where soil is rich. Farms make value added products, such as cheese and yogurt, wine and cider...The Port Townsend Farmers Market is recognized as the best in the state.

The Navy has also had a presence in this part of the world. Following the second world war, the Navy, dumped toxic wastes from the war into the waters between Indian and Marrowstone Islands and on boggy spit on Indian Island. This was designated as a toxic superfund site and has been substantially cleaned up. During the 1940's Navy Air Station Whidbey was constructed. In the mid 1980's, the Trident submarine base was built along the Hood Canal at Bangor. About 10 years ago Naval Magazine Indian Island became the major weapons transfer depot on the West Coast.

Port Townsend residents became concerned about the safety of their community from munitions being transported to Indian Island in vehicles on the roads and ships being loaded with these munitions. Glen Milner's Freedom of Information requests for information about safety went all the way to the Supreme Court. The Navy claimed that Milner was asking for secret information. The Supreme Court required the Navy to release documents that revealed that the minimum public safety distances for T-AKE ammunition ships to load in Port Townsend Bay don't exist. If one of those enormous ammo haulers explodes while at the dock the impact would destroy other ships and boats in the bay, the ammunition pier and nearby facilities. The blast would turn the windows of Kala Point residents into shrapnel. Many people would be killed and injured. The blast may destroy windows at our hospital, a tsunami might inundate the bay. Safety studies that would clarify these risks have not been shared with the local elected officials, first responders, the public. This causes a growing lack of trust among many Port Townsend people towards the Navy.

Does the Navy have the interests and lives of Olympic Peninsula residents and the treasured, sensitive environment we live in at heart and in their consciousness? The testing of "active sonar" and explosives in the NWT Study Area threaten all Salish Sea marine mammals, especially the unique, spiritually uplifting to behold and endangered Orca population. Does routine jet training and associated fuel dumping by jets threaten our health and environment?

Our lives and economy depend upon thriving communities of wild life in the mountains, rain forests, and in the sea. They depend upon people being present and friendly with one another, living and working in active, attractive communities; growing and buying food that is grown in rich Olympic Peninsula soil, being healthy. We depend upon this place being peaceful, unique, magnificent and thriving.

The Citizens of Ebey's Reserve for a Healthy, Safe and Peaceful Environment (COER) of Whidbey Island also finds the Navy cannot be trusted, citing the Navy's own record and misrepresentations in the 2005 Environmental Assessment for the Growler Project.

Residents of Port Townsend that own homes that face Whidbey Island have been very aware of the Growler use of the Coupeville OSL – huge booming noises going till 1am. If the EIS process opens the door to renewed use of the OSL, perhaps at a higher level of use, we will be negatively impacted, the tranquility of our lives disrupted. How can the Navy reimburse us for this "taking?" I strongly suggest that the training of growler pilots not occur at the Whidbey OSL.

What I learned from the Whidbey residents that came to Port Townsend recently is that the growler sound over their homes was life threatening and terrifying. I can only imagine that terror is part of the strategy our armed forces use in foreign lands. Our country needs to reconsider the tools of defense we have chosen. I would strongly prefer being a citizen of the world's leading country dedicated to peace and mutual disarmament.

What the Navy has planned for Puget Sound is alarming and unwelcome. I do not support building the next generation of Trident Nuclear Submarines each capable of destroying 1000 cities. I would much prefer an international treaty to eliminate all submarine based nuclear missiles. I do not wish to see T-AKE ammo ships regularly supplying millions of pounds of the weapons of war. I do not hear the sound of freedom when warplanes fill the air with growls. I am in solidarity with those that cower in terror in other lands. I call for Peace now, peace in our time.

Sincerely

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#); citizensoftheebeyreserve2@gmail.com
Subject: OLF
Date: Friday, January 31, 2014 16:27:33

To Whom It May Concern:

I have written to you previously expressing our opinion as to why OLF needs to be closed. We are in the de-facto flight pattern for the touchdown exercises at OLF. When we moved here in '06 we thought these exercises were a known quantity in terms of noise level and frequency of operation. However, in recent years the flights became much more frequent, with the arrival F-18 the noise level became significantly louder and extended into the early hours of the morning which pushed it into the mean spirited and apathetic category. I now suffer tenitis (constant ringing in the ears) which has affected my hearing and as of late my wife has developed Arrhythmia (irregular heart beats) for which she is being treated. We cannot help but feel the jets and the noise they create are a contributing factor. Surely, there are locations in the country where these jets can be flown and will not impact our citizens or the environment.

sincerely,

(b)(6)

Coupeville, WA

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: Growler operations on Whidbey Island and surrounding area
Date: Friday, January 31, 2014 19:01:59

This letter is to protest the flying of loud navy aircraft over our residential areas and to request that the navy relocate these jets and flight trainings to safer, non-populated areas.

We are suffering a severe decrease in our quality of life due to the tremendous chaos of noise that accompanies your navy jets as they fly over our home.

The children of our community feel terrified each time one of these incredibly invasive jets flies over us. Our sleep is severely disturbed. All we can think of is the tremendous escalation of WAR in the world.

Far from making us feel safe, these jet flights produce gripping anxiety whose lasting effects are taxing our immune systems and both our mental and physical health. Whenever the jets fly my heart begins to race. I now need to wear an "event monitor" prescribed by my doctor to determine if the heart palpitations I am experiencing require medical intervention.

If we as a society put one-tenth of the funds that we put into our "defense" system into researching the best pathways toward peace, the result would be MORE PEACE AND LESS WAR, AND SUBSEQUENTLY LESS NEED FOR MILITARY DEFENSE!!!

Please, move your operations to an area with less population to impact, less people to frighten, less children to make anxious, less people to damage. There are options. Please use them

Sincerely,

(b)(6)

Port Townsend, WA

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS for EA-18 Growler Operations at OLF, Coupeville and Whidbey Island
Date: Friday, January 31, 2014 19:49:03

I am a long time resident of Marrowstone Island and my 31-year-old son is the 5th generation of his family to live on this land. The Growler exercises over Whidbey Island also affect our lives. The noise, at times, is loud and constant, for hours on end. I heartily endorse all the following statements and recommendations. I've highlighted the especially important points in red.

The Navy considers any sound above 84dB as noise hazardous, or having the potential to cause hearing loss. The F/A-18E/F Growler aircraft emits, a maximum of 150 dBs, high enough to result in permanent hearing loss. 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. Real-time high noise events experienced with each touch-and-go operation should be measured rather than averages over periods when the jets aren't even flying.

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.

The adverse noise impacts to wildlife must be studied and disclosed. In particular, impacts in areas where there are aggregations of birds 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. Additionally, impacts of noise on livestock also need to be disclosed.

HEALTH: 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: the World Health Organization, the US Department of Transportation, and the US Environmental Protection Agency. The EIS needs to consider the variable ages of the affected human population especially youth in the Coupeville school system. There needs to be particular consideration of travelers 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., such as the increased rates of cardiovascular disease). There is also evidence of disruption of hormonal function. That needs to be measured and recorded.

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 with a system allowing members of the public to report fuel dumping. These results need to be evaluated both in terms of human and animal (livestock and wildlife) health and effects on vegetation, including forest trees. 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 impacts to aquatic systems, including both freshwater and marine waters that may be receiving dumped fuel.

The impacts to human and animal health from electromagnetic radiation from antenna farms & radar installations needs to be investigated and disclosed. NAS Whidbey's greenhouse gas emissions should be disclosed, including that portion attributable to touch and go carrier training.

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. Keeping it open will cause some of the people of Coupeville permanent hearing loss; air pollution from fuel dumps in the air; risk of jets crashing into civilians' houses.

ENVIRONMENT: The OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting recreational/tourist use and appreciation. Please fully consider the real effects of OLF operations on these significant values. Air Pollution and Climate Change Pollution from jet aircraft releases harmful greenhouse gases that will contribute to climate disruption.

REAL ESTATE VALUES: Home sales in that area have shown a steep decline from 2008 to 2012, whereas sales in Langley and Freeland and in Island County, as a whole, have increased during that period. With the continued jet problem this downward spiral is certain to escalate.

VEGETATION MANAGEMENT. The EIS needs to address weed control around OLF, particularly of Canada Thistle, blackberry & Scotch Broom. There are several rare plants and communities present on NAS Whidbey including forest at Rhododendron Park, prairie remnants on Smith Prairie (including the presence of the federal and state listed Golden Paintbrush, 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 Without active management, degradation is predictable and should be discussed.

GEOLOGIC IMPACT: An examination of the possible impact of aircraft noise and ground vibrations on the various island slide areas including in the Ledgewood Beach community and the bluff collapse at Chetzemoka Park in Port Townsend.

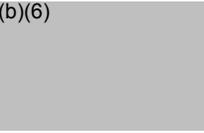
In conclusion The OLF was not used for the second half of 2013, during which time training has been conducted elsewhere. Less populated areas should be considered for Touch & Go traffic required for training. This would make it safer for everyone including the Navy families living under the planes. Yakima is an option with airfields and facilities to accommodate staff. It is less than ten minutes by growler to eastern WA. & these planes all ready use this area regularly.

The population density of this area and its pristine, fragile environment make it an unsuitable venue for the 18G

"Growler" exercises. Move them to a more suitable place please.

Thank you,

(b)(6)

A rectangular grey box redacting the name of the sender.

Nordland WA 98358

(b)(6)

A large rectangular grey box redacting the address and any other contact information.

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: comments regarding increased jet traffic at Whidbey Island Naval Base
Date: Saturday, February 01, 2014 0:24:08

To whom it may concern at Whidbey Island Naval Base:

I'm writing to express my strong opposition to the increase in numbers and types of jets used at Whidbey Island Navy Base. I have lived in Port Townsend, WA. for over 26 years. I am a home owner, currently building a new residence here. I am choosing this place as my home specifically because of the relative quiet, solitude and scenic beauty here.

I have already been very concerned about the increasing impact, over the past decade or so, from air traffic of all sorts, mostly military. I will move from here rather than be subjected to the levels of noise associated with proposed increase in the number and types of aircraft proposed; especially the 'growlers' , and the 737s.

PLEASE DO NOT LOCATE THESE JETS AT WHIDBEY ISLAND. Please explore other options.

-- I am concerned about my own peace and well being

-- I am concerned about impact on wildlife and wild places that I treasure

-- I am concerned about economic impact: lowered property values, and impact on tourism, Port Townsend's main economic foundation.

-- I am Morally and Ethically opposed: New high-tech fighter jets are not an effective tool against what we are told is our enemy of concern; terrorism.

How do we justify huge expenditures on jets, and other military hardware when the core components of middle class America are being diminished or are disappearing from lack of funding, specifically: our public schools, public transportation, our local (port townsend) after school programs for kids, our local swimming pool, our library, the YMCA, affordable college opportunities for all. These foundations of the middle class are the real foundations of homeland security. We are rapidly losing these by continuing to choose military spending over other vital priorities.

Sincerely, (b)(6)

(b)(6)

Port Townsend, WA 98368

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: Scoping Comments on expansion of Operations at Whidbey Air Base
Date: Saturday, February 01, 2014 3:30:39

Greetings:

Please consider these comments as you develop the EIS for continued/expanded EA-18 Growler operations at the Naval Air Station Whidbey Island.

NOISE: The Navy considers any sound above 84dB as noise hazardous, or having the potential to cause hearing loss. The F/A-18E/F Growler aircraft emits a maximum of 150 dBs, high enough to result in permanent hearing loss. 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. Real-time high noise events experienced with each touch-and-go operation should be measured rather than averages including periods when the jets aren't even flying.

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.

The adverse noise impacts to wildlife must be studied and disclosed. In particular, impacts in areas where there are aggregations of birds 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 and those, plus impacts of noise on livestock, need to be disclosed.

The EIS should look at the potential for quieting the Growler and all military aircraft in play at the base. Why do we require quieting for commercial craft and not military, when both are flown over populated areas of the US?

HEALTH: 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: the World Health Organization, the US Department of Transportation, and the US Environmental Protection Agency. The EIS needs to consider the variable ages of the affected human population especially youth in the Coupeville school system. There needs to be particular consideration of travelers 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., such as the increased rates of cardiovascular disease). The EIS should conduct a study that allows it to be comprehensive in its assessment of noise impacts on human health.

The Navy needs to disclose any existing data regarding fuel dumping and, if there is none, disclose this lack of data. Furthermore, discussion of the need for a formal monitoring program needs to be put in place to log and record instances of fuel dumping, including quantity, where the dumping occurred, jet speed and elevation. This system should incorporate a system allowing members of the public to report fuel dumping. This issue needs to be evaluated both in terms of human and animal (domestic and wild) health and effects on all vegetation, from grasses through trees. 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 impacts to aquatic systems, including both fresh and marine water that may be receiving dumped fuel.

The impacts to human and animal health from electromagnetic radiation from antenna farms & radar installations need to be investigated and disclosed. NAS Whidbey's greenhouse gas emissions should be disclosed, including that portion attributable to touch-and-go carrier training.

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. Keeping it open will cause some of the people of Coupeville permanent hearing loss; air pollution from fuel dumps in the air; risk of jets crashing into civilians' houses. This must be addressed.

NATURAL ENVIRONMENT: in addition to environmental issues discussed above, the OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting recreational/tourist use and appreciation. Please fully consider the real effects of OLF operations on these significant values. In addition, the air pollution from jet aircraft releasing harmful greenhouse gases that will contribute to further climate disruption should be addressed.

REAL ESTATE VALUES: Home sales in that area have shown a steep decline from 2008 to 2012, whereas sales in Langley and Freeland and in Island County, as a whole, have increased during that period. With the continued jet problem this downward spiral is certain to escalate. The EIS should investigate reimbursement mechanisms and associated costs for such diminution in value.

Vegetation management: The EIS needs to address weed control around OLF, particularly of Canada Thistle, blackberry & Scotch Broom. There are several rare plants and communities present on NAS Whidbey including forest at Rhododendron Park, prairie remnants on Smith Prairie (including the presence of the federal and state listed Golden Paintbrush), 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. Without active management, degradation is predictable and should be discussed.

GEOLOGIC IMPACT: An examination of the possible impact of aircraft noise and ground vibrations on the various island slide areas including in the Ledgewood Beach community and bluff collapse at Chetzemoka Park in Port Townsend should be included.

IN CONCLUSION: The OLF was not used for the second half of 2013, during which time training has been conducted elsewhere. Less populated areas should be considered for training with all such options fully discussed.

Thank you for including consideration of these scoping comments in your EIS.

Sincerely,

(b)(6)

Private Citizen, Port Townsend, WA

From: (b)(6)
To: NASWI@navy.mil; [NAVFAC LANT VAO ops EIS](mailto:NAVFAC_LANT_VAO_ops_EIS); cbermant@peninsuladailynews.com; (b)(6)
[Congressman Rick Larsen](mailto:Congressman_Rick_Larsen); district1@co.island.wa.us; dgraves@npca.org; (b)(6)
Subject: EIS Letter
Date: Saturday, February 01, 2014 12:24:20

EA-18G EIS Project Manager (Code EV21/SS),

Naval Facilities Engineering Command (NAVFAC) Atlantic,

6506 Hampton Blvd., Norfolk, VA 23508

<<mailto:WhidbeyEIS@navy.mil>>

January 24th 2014

From: (b)(6)

Coupeville resident, RAF widow, Air Force wife (to retired Vietnam Lieutenant Colonel).

To whom it may concern, this letter is in regard to the increase in jet flights and jet noise on Whidbey Island.

It distresses me to inform you that as a Whidbey Island resident, that the very entities that I have upheld as a sacred, our United States military, is behaving like an invading enemy. This "conqueror" at NAS Whidbey Navel Base, has "taken over from the land and from the air", communities for whom it apparently has no regard, no compassion, and no sense of responsibility. Taking from, and using for its own end with noise and environmental pollution, land, beaches, water ways, oceans, skies, farms, and life that exists within an area that is a "National Treasure", that does not belong solely to them, and will ultimately change forever the very things that has been extraordinary, beautiful, and valued by a "resident" and not "transient population".

It is my duty to inform you that NAS Whidbey is a very bad neighbor

I regret to inform you that the press on the island would seem to many to have acted very irresponsibly and published letters and articles that have fed the flames that has further encouraged rifts between individuals, communities and businesses that will possibly never be repaired or forgotten. A certain element of its supporters have behaved reactively and viciously towards the victims of noise, and related issues. There is a reliable report of threatened rape, and other violence towards property and people, which has caused fear and is intimidating to anyone person who would uphold "freedom of speech".

Please find below three important letters, one from the Sierra Club, from the National Parks Conservation Association, and from Whidbey Environmental Action Network, in case you need to reread them. I have added comments.

Letter One. Partial.

Source, Rebecca J. Wolfe, Chair, Snohomish Group (Washington State Chapter). Sierra Club

NOISE: 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." These communities have chosen Whidbey for its bucolic, peaceful, environmentally conscious nature, many of them leading and enjoying an outdoor life for recreation or business. All these people, including animals, farm workers; anyone in the range of harmful sound is endangered

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: the World Health Organization, the US Department of Transportation, and the US Environmental Protection Agency. One of our dear friends is battling Crone's disease, and has sadly made the decision to give up his home of forty years so that his final time on this earth will not be an agony of noise. This will be a huge financial and emotional loss. To those who would threaten to harm the victims of sound, I wish you could meet my friend and feel proud of your ignorance in supporting what he has had to endure. He never as you put it "whined", and I would imagine you could now buy his home with its lovely view, as it will be a steal.

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. There have been disturbing reliable reports of pilots hot-dogging, and flying low over Coupeville and the hospital and other areas, rattling windows, and in some homes shattering glass. I regretfully question the ability of the navy to control the occasional adverse reported flight pattern and the observed height the plans fly.

There have been reliable reports of EA-18G's flying about 500 feet at Fort Casey Spit above the water, and 300 feet above the house in Admirals Cove.

It is impossible to truly gauge the height without a range finder, but the Growlers we observed were flying low, and the noise was deafening.

To many uneducated individuals who do not understand the decibel harm they are being exposed to, as they arrive or depart on the Coupeville Port Townsend ferry, this might seem to be an exciting display. Sadly, it is not the "sound of Freedom", as so freely bantered, it is life-changing damage to ears. To the resident population it must be excruciating.

I wonder how the original artillery gunners at Fort Casey fared or how their hearing needs were managed?

We are experiencing a modern day example of the lack of care by the military, in this case the civilian population on Whidbey that is collateral damage.

Please use actual sound levels during FCLP practice instead of twenty-four hour averages. By using this method it gives a false impression of the damage the noise does, and is a dishonest evaluation.

The proximity of the OLF runway as it parallels Route 20 at about 500 feet distance at its closest point is disturbing on all levels.

ENVIRONMENT: The OLF sits next to Ebey's Landing National Historic Reserve, a 24,000-acre National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat, supporting recreational/tourist use and appreciation. This will ultimately affect tourism. Who would want to stay, camp, and spend a day bombarded with ear splitting noise when on vacation?

REAL ESTATE VALUES: With the recent publicity regarding Island real estate, concerning jet noise, and honest and full disclosure, it would seem there will obviously follow a downward spiral of the value of homes and property that are subject to noise, including Oak Harbor

ALTERNATIVES TO OLF: From a friend:

Field Carrier Landing Practice (FCLP) is essential flight training for all Naval aviators who land aircraft on carriers. However, the Coupeville OLF is not essential for training NAS Whidbey aircrews.

Ault Field and NAF El Centro were used during the moratorium at OLF Coupeville with no degradation of Naval capabilities. Ault field is lightly used during many days of the year and more creative scheduling of training could accommodate more FCLP training days. During the hours of darkness Ault field is almost totally inactive. The night flying at OLF Coupeville could be conducted at Ault Field with no adverse impact on the flying schedule.

The Navy does practically no flying at NAS Whidbey on weekends, Fridays before holidays, or the entire week before and after Christmas. These days could be added into the flying schedule to minimize or even eliminate the

need for OLF Coupeville.

NAS Whidbey squadrons already deploy to NAS Lemoore (CA) and NAS Fallon (NV) to train on the ranges there. NAS Lemoore has the capability to conduct FCLP as it has parallel runways, arresting gear, and is at only 235' elevation. FCLP training has been conducted there in the past. Fallon doesn't meet stated elevation requirements for FCLP, however both Lemoore and El Centro are just short hops away.

NAF El Centro is available and ready now. It is located in a remote desert area near the Mexican border. El Centro is one of the bases identified by the Navy for a potential home base for the F-35. However, given the slow funding and delivery of this aircraft it may be years before an entire base is needed to support them.

In addition, there are numerous other airfields in California that are lightly used and could be candidates for FCLP training. Beale AFB, North of Sacramento, Mather AFB, east of Sacramento, March Field, Near Riverside, Crows Landing NASA airfield approximately 35 nautical miles East of Oakland, etc.

The Navy has demonstrated that it is willing to conduct FCLP training at non-Navy facilities. The Navy has an agreement with NASA to conduct FCLP training at Wallops Island airfield. They have also signed an agreement to conduct FCLP training at Greensville Municipal Airport. Both airfields are in Virginia. These FCLP locations however are turboprop training, not jets.

The alternatives to OLF Coupeville are many and varied. El Centro is available now with no development cost. Lemoore could be ready with transfer of the portable landing light system from Coupeville and painting the runway. Other options would probably be more expensive; however, even building a parallel runway at Ault Field is within rounding error of the Navy's 2014 budget of \$155.8 Billion, and certainly less than the cost of one F-35 (estimated 2013 cost \$263 million).

Finally, as the granddaughter of a British National cruelly tortured in Bridge House for his war efforts to support Britain, Shanghai; daughter of a Shanghai Fusilier (a Scottish Regiment), who died from the privations of war; niece to an Uncle whose plane was shot down over Arnhem; daughter-in-law to a Group Captain who spent seven years away from home training pilots in Africa; widow of a pilot who was exposed to radiation on Christmas Island, mother to a child who lost her father in her teens possibly due to nuclear fallout; and now wife to a retired Lieutenant Colonel veteran of the Vietnam war, who has Hodgkin's Lymphoma, please understand that I now exercise my right to freedom of speech, to protect those who cannot protect themselves, just as each man that we lost, and who we stood by did.

God bless and help our troops, and the United States of America.

Respectfully,

(b)(6)

Letter Two – included because I believe it speaks for the importance of our unique and wonderful northwest part

of America

David G. Graves
Northwest Program Manager
Northwest Regional Office

National Parks Conservation Association
Subject: Code EV21/SS EA-18G EIS Project Manager – Scoping Comments
Date: January 2, 2014 at 11:12:42 AM PST
To: comments.NASWI@navy.mil

January 3, 2014

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

Dear Sir or Madam:

The National Parks Conservation Association (NPCA) appreciates the opportunity to provide scoping comments on the EA-18G Growler Airfield operations at Naval Air Station, Whidbey Island, WA. NPCA represents more than 800,000 members and supporters and is concerned with potential negative impacts this project may present to Ebey's Landing National Historical Reserve.

Ebey's Landing National Historic Reserve (the Reserve) is a 24,000-acre national park of environmental, cultural, and historical significance located on Whidbey Island. The Reserve protects the agricultural and cultural traditions of Ebey's Landing – both native and Euro-American – while offering spectacular opportunities for recreation. NPCA believes the following issues deserve a detailed analysis in the Environmental Impact Statement (EIS) being developed for this project:

- Wildlife – 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 exercises. The wildlife species and migratory birds in this area may be negatively impacted by the noise and air pollution caused by these operations. The impacts to migratory birds and other wildlife from these operations should be closely analyzed in the EIS.
- Visitor Use and Enjoyment – Many visitors to the Reserve enjoy the peace, tranquility, and silence this area provides. 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. The potential negative impacts to the use and enjoyment of the Reserve should be considered carefully in the EIS.
- Public and National Park Service (NPS) Employee Safety – These training exercises, particularly those at the Outlying Landing Field (OLF), occur within a populated area and present accident and health hazards to the public and park service employees. The OLF runway may lack proper clearances for safe take offs and landings and should be considered for closing. Furthermore, some 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. Finally, the EIS should analyze 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 health effects of exposure to toxic jet aircraft pollution. These potential dangers to the public and NPS employees should be closely analyzed in the EIS.
- Economics – 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. A cost/benefit analysis should be completed in the EIS.

· Air Pollution and Climate Change – NPCA is concerned with the negative impacts to the air and climate potentially caused by this project. Pollution from jet aircraft may have an impact on the visibility and air quality of the Reserve and release tons of harmful greenhouse gases that will contribute to climate disruption. An analysis of these potential impacts must be completed.

In conclusion, a detailed analysis of the impacts to wildlife, visitors, public safety, economics, and air quality must be completed in the EIS. Finally, 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. Closure should be a viable alternative considered in the EIS.

Thank you for considering these comments and we look forward to reviewing the Draft EIS.

Sincerely,

David G. Graves

Letter three - included because I believe it speaks for the importance of our unique and wonderful northwest part of America

Whidbey Environmental Action Network
Restoration Education Preservation
Box 53, Langley, WA USA 98260
(360) 579-4202 <tel:%28360%29%20579-4202> 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. 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 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 need 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 need 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:
 - ii. Deception Pass (including islands)
 - iii. Dugualla
 - iv. Joseph Whidbey
 - v. Fort Ebey
 - vi. Fort Casey
 - vii. Ebey's Landing
 - viii. 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.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: the EA 18 Growlers
Date: Saturday, February 01, 2014 21:31:54

To Whom It May Concern:

The EA 18 Growlers and their low-level training operations are having a negative impact on the Ebey's Landing National Historical Reserve and on the environment, health, and lives of people and endangered species who live here on Whidbey Island and North Puget Sound. Hopefully any environmental study will demonstrate the negative effect of these jets on this area and bring about a change in operations.

Respectfully,

(b)(6)

Coupeville, WA 98239

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

28th January, 2014

Dear Sirs,

I am writing regarding increased noise from the naval base on Whidbey Island. I live in the San Juan Islands and have co-existed with this base for a number of years. Unfortunately, newer EA-18G 'planes now in use there are much noisier than were their predecessors the EA-6B's and it is apparently the intention of the navy to increase their number and so, inevitably to increase the number of flights, flying hours and personnel to be trained at that location. Co-existence is no longer an option. There are many Boeing and military retirees in the area and people here are generally very supportive and understanding regarding our military. I do not think we are being overly sensitive.

Noise is detrimental to both mental and physical well-being and, while it is an unavoidable aspect of modern life there are limits to what normal people can tolerate. I feel that we are already beyond what is tolerable.. Even with present levels of noise I find myself sitting white-knuckled with shoulders hunched and jaw clenched. At times I am reduced to tears. I am stressed and exhausted and I know I am not alone in feeling like this. It is January, inside with doors and windows closed, and life is unbearable. How are we to cope in the summer when we must open up our houses? The noise generated by these 'planes can vary greatly in decibels, but is it rarely absent for very long and even a muted noise is wearing. The absence of aircraft noise is becoming a rare treat. Noise is a weapon of war and I am told that the noise generated by these 'planes is one intended aspect of their effectiveness in a war situation. Noise is also used as an instrument of torture. It would seem that we, the local, civilian population, are being treated as enemy combatants!

Ironically, less than a year ago this area was declared a National Monument and President Obama met with local people to celebrate. The Bureau of Land Management has, within the last few days, named a San Juan Islands National Monument Manager. The area is being actively promoted as a tourist and vacation destination. It is an area of considerable natural beauty and boasts a variety of flora and fauna. Local people have worked hard to preserve the islands and there is good public access.

The new jets flying out of Whidbey Island are completely incompatible with this locale. Population density has greatly increased since the base was established. The promotion and increased use of the area for recreational pursuits is totally at odds with these noisy 'planes. People come to the islands, to unwind and de-stress. Many people retire here or own vacation homes. Some such places must remain accessible to ordinary people. They are necessary havens for everyone. Surely the navy can find more people friendly uses for their Whidbey Island location and these 'planes can be found a home where they would not impact population?

Yours truly,

(b)(6)

Lopez Island, Washington 98261

(b)(6)

JAN. 29, 2011 1659

To Whomever,

I'm writing regarding the O.L.F.
Coupeville, Washington.

The population of Central Whidbey Island has not only grown in numbers. It is also much less dominated by retired military. All these retiring baby-boomers learned in their youth that there is power in unity and they will not shut-up and let the Navy bully them.

The Growlers are inappropriate for overflights in an area this heavily populated.

The NAVY would be wise to make other plans, SOONER RATHER THAN LATER.

I have lived on Whidbey Island for over 40 years. Despite the politicians propoganda, the NAVY has never been a 'good neighbor'. If this is how they treat the people who they are supposed to protect and defend, then I pity the people of Bahrain and all the other countries with an American military presence!

Sincerely, , ,

(b)(6)

RE: US NAVY'S ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR
EA-18G GROWLER AIRFIELD OPERATIONS
AT NAVAL AIR STATION (NAS) WHIDBEY ISLAND, WASHINGTON

1660

January 27, 2014

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

Dear Sir or Madam:

As a new resident of Friday Harbor on San Juan Island (SJI):

1. I am appalled at the lack of consideration given so far to me and my SJI neighbors by this project. If you think we are not affected, I invite you to stand in my backyard when the Growlers are in operation. Each time I hear them, I am literally stopped in my tracks by the immensity & immediacy of the ungodly noise and the intolerable volume. Because we, too, are directly affected, the residents of SJI—and our extraordinary flora & fauna—must be actively included & considered in the decision making. You ignore us at your peril.
2. I urge you to make a thorough analysis of the Growlers' effects on the newly-established San Juan Islands National Monument and its fragile ecosystem. Incompatibilities will favor the Monument, since, frankly, it cannot be re-located. The Growlers can be.
3. If I had bought property when I moved here (I'm currently renting), I would be irate that I was not officially notified about Growler operations in the closing documents. Real estate transactions must include this information...NOW! Buyers need to know they can expect this hellish noise and its detrimental effects and that they will have no say or recourse after purchase. Add that waiver and watch what happens to the local real estate market—and the Growlers' tax-supported funds.

People say "It's the sound of freedom," but it is not the sound of peace. (Freedom may need to be bought & defended, but peace does not and cannot.) The Growlers are downright antithetical to this area's unparalleled peacefulness, beauty & tranquility.

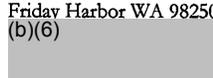
My father was a Commander in the US Navy and I have every respect for those who serve and their beloved families. For the planes and their support personnel, an appropriate location must be found. The Growlers' exceptional capabilities come with exceptional needs. Those needs cannot be met here. I beg you to leave us in peace.

Thank you for the opportunity to comment.

(b)(6)



Friday Harbor WA 98250
(b)(6)



(b)(6)

Port Townsend, WA. 98368

(b)(6)

U.S. Navy
 EA-18G EIS (Project Manager (Code EV 21/SS))
 NAVFAC Atlantic
 6506 Hampton Blvd.
 Norfolk, VA 23508

Jan. 29, 2014

Dear Project Manager,
 Please address the following concerns and data in the Scoping of the EA-18G "Growler" EIS.

The Situation: The State of Washington regulations state that noise should not exceed 55 decibels. EPA states that noise should not exceed 70 decibels. U.S. industry regulations specify that for noise above 85 decibels persons in hearing range must wear hearing protection. And, 140 decibels is the threshold of pain. It has been observed on Whidbey Island that Growlers arriving (landing) at an airfield produce 114 decibels and departing an airfield produce 115 decibels. And, inside a house the reading was 94 decibels. As far as can be determined, the US Navy now has 79 Growlers on Whidbey Island and it is planning on obtaining 135 more.

The Hearing and General Health of Troops and Civilians: The EIS scope must include an analysis of the irreversible impacts on the Hearing and General Health of civilians and Navy troops on Whidbey Island and nearby urban and rural areas on islands and peninsulas in hearing distance of Whidbey Island Naval Air Station. The EIS should include Whidbey Island, Camino Island, the San Juan Islands, nearby Olympic Peninsula (Port Townsend and Port Ludlow), and the Washington Coast line between Everett and Mt. Vernon. Within this area thousands of families and children and individuals would be impacted (and are presently impacted) by the sound of the Growler aircraft.

The following human conditions need to be analyzed as they would be impacted by the Growlers: hearing loss, stress, psychological impairment, obesity, diabetes, cardiovascular issues, hypertension, high blood pressure, sleep deprivation, and cognitive decline. It is important to separately analyze the impacts on children: child learning, psychological impacts and motivation. All the above impacts have been studied previously. The EIS should compare the situation at Whidbey Island with comparable studies and determine probable outcomes.

The EIS must also analyze the potential financial setback of real estate values in the area and determine who will pay for the falling property values

In addition, it has been alleged that some Growlers have dumped fuel on Whidbey Island prior to landing. This type of action needs to be investigated and addressed immediately.

All of the above will have (and are already having) irreversible impacts on people in the area. Do not condemn the NW Puget Sound.

Thank you in advance for preparing a straight forward and honest EIS.

Sincerely,

(b)(6)

(b)(6)

Anacortes, WA 98221-9093

(b)(6)

Jan. 20, 2014

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

Dear Sirs:

Due to concern about the many more aircraft to be added at NAS Whidbey, creating additional noise impacts, the following should be included in the scope of the EIS:

Current noise level in relation to State and Federal laws.

Impact on public health, including mental health.

Impact on property values.

Need for additional force at NAS Whidbey.

The current noise levels seem far beyond what any other public or private entity would be allowed under State law, and probably Federal Law. In my own experience, if I am unfortunate enough to be outdoors when a flight occurs, I find it necessary to cover my ears. Most flights occur in the evening when we are indoors, and the noise drowns out any other sounds, such as conversations or television. I believe this noise level must be damaging to public health, including mental health.

I recognize that some feel that this is the sound of freedom, and we should tolerate it for that reason. With all due respect, I disagree.

I understand the mission of NAS Whidbey is to patrol the Pacific and protect us from attack from that direction. We haven't been attacked, so the present force must be adequate. So we wonder if there is a genuine need for these additional aircraft, and if so, why at NAS Whidbey.

If it became necessary for anyone living in this area to sell their property—illness, for example— it would be difficult to attract buyers. No prospective purchaser would invest in a home that is so impacted by aircraft noise, any more than they would buy in a noisy industrial area or any area impacted by any other kind of noise. So property values are impacted, even at current noise levels.

The Navy should make a meaningful effort to lessen the present noise levels, and avoid further impacting us.

Sincerely,

(b)(6)

A large grey rectangular redaction box covers the signature area of the letter.

EA-18G EIS Project Manager
 Naval Facilities Engineering Command Atlantic
 6506 Hampton Blvd.
 Norfolk VA 23508

(b)(6)

We have owned land at the very south end of San Juan Island for many years and built a small home there two years ago, at (b)(6). We were planning on building an addition to the home and moving to the Island full time.

We have been aware of the Whidbey Island NAS for many years and were comfortable with the activity and noise level associated with the NAS aircraft. However, the new "Growler" aircraft have raised the noise level associated with the Naval Air Station at our home to an unacceptable level and we are trying to decide whether or not to proceed if nothing is done to alleviate the noise pollution problem.

We read that a Navy spokesperson indicated that the noise level of the new "Growler" was not much greater than the old aircraft. That is not true. The noise level is such that it rattles windows and is very disturbing to us.

We live adjacent to a National Park and Monument, as well as wild game protected areas. These areas should be protected from the noise abuse as well.

There is a long standing common law principle of "quiet enjoyment" of one's property. The new planes certainly violate that principle.

Sincerely,

(b)(6)

Department of Defense
United States Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic 6506 Hampton Blvd.
Norfolk, VA 23508

Greetings, Gentlemen:

As I pilot, I love the sound of aircraft. As the son and the brother of men that served in the U.S. Navy, I'm proud of their service and yours.

I am NOT however, pleased with the recent increases in the noise from the training missions of the new Growler squadrons based at NAS Whidbey. The Prowlers were bad enough; these jets are noisier by far. I reside on the water in Port Townsend, far from the outlying field (OLF), but the noise of their touch and go landings is awful. It disturbs my evening relaxation and my sleep, puts my partner on edge and really should be done in one of the many other desert military operations areas available to you and the other services. You are there to protect us, not to annoy us!

I can't imagine how awful it must be to live near OLF. The use of this field should end. You have compromised the health of our neighbors and the value of their property, and driven away the visitors that may have wanted to live and invest here. The escalation of your activities is unnecessary and unwanted, so STOP.

Seriously, (b)(6)
(b)(6)

cc:

Derek Kilmer, U.S. Representative, 6th District

Patty Murray, U.S. Senator

Maria Cantwell, U.S. Senator

Jay Inslee, Washington State Governor

(b)(6)

January 30, 2014

U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23505

Dear Project Manager:

I am writing to urge the Navy, in the strongest possible terms, to abandon its EA-18 Growler operations out of OLF Coupeville.

When these jets are flying over the east side of Whidbey Island, they pass within 50 feet of the treetops near my home. They produce the loudest, most destructive, most obnoxious noise that I have ever heard. If I happen to be outside at the time, even cupping my hands over my ears as tightly as possible is not sufficient to prevent pain. And if I am inside, I must wear industrial strength ear protection to prevent further damage to my hearing. I already have a significant hearing loss, caused in part by these infernal jets, and I can not afford for it to get any worse.

I earn my livelihood by writing textbooks for use in colleges and universities, and part of the process involves making voice-over recordings for software that accompanies the books. If I happen to be working on these recordings when the jets start up (even if they are flying on the west side of the Island), I must call a halt to the whole process and send my employee home. But even if I am merely writing something, I must stop what I am doing and wait till the noise abates. Serious academic writing requires peace and quiet, and you better believe there is no peace and quiet when the jets are zooming overhead.

Perhaps most important, I live on the edge of a national historical reserve named Ebey's Landing. This is a place where people go (myself included) on lengthy walks and just to enjoy the gorgeous scenery. Ebey's Landing is one of the most beautiful parts of the whole Island, which, along with its historical value, is the reason it was accorded the status of a national reserve. But when the OLF jets are flying, nobody can enjoy this place. And I can only imagine the damage these jets cause to the hearing of the countless birds and animals that make Ebey's Landing their home—black tailed deer, red tailed hawks, bald eagles, rabbits, barn owls, orcas, ospreys—to name just a few.

Please, please, stop these OLF overflights. Ebey's Landing is not a suitable place for such exercises.

Very sincerely yours

(b)(6)

Naval Facilities Engineering Command Atlantic January 28, 2014
Attn: Code EV21/SS EA-18G EIS Project Manager
6506 Hampton Boulevard
Norfolk, Virginia 23508

Dear Sirs:

My wife and I are retired and have lived in the San Juan Islands for 11 years. Our home is 12 miles as the crow flies to Ault Field on Whidbey Island. I don't need to explain that this Naval Air Base has been the home to a squadron of aircraft that has co-existed with the residents of the area for a number of years. There has been a noise problem for the nearby residents of Whidbey for some time. However, as far as my wife and I are concerned, we have been able to tolerate (not ignore let alone enjoy) the noise level until recently. The noise from the testing of engines and low-flying aircraft has been irritating and surprisingly loud for such a distant source. Only occasionally was the noise of low-flying aircraft intolerable near and even in our homes.

However, the situation has changed radically in the last year or so as the new EA-18G aircraft has been replacing the older "quieter" EA-6B Prowlers. Not only are the old jets being replaced by noisier jets but many more EA-18G jets are going to be based at Ault. Not only all this but Ault is going to train foreign pilots in the use of the new jets, thus increasing traffic.

The newer jets are called "Growlers" because they are designed to be noisy. Scientific studies of the noise level are currently being conducted but I can only give you our experience. The testing of the engines 12 miles away makes it hard to concentrate while *inside* our home. The low-flying aircraft interrupts conversations *inside* our home. The noise rattles windows and doors *inside* our home 12 miles away from the source. 12 miles is more than the distance from downtown Seattle to Redmond. **I have been caught outside when Growlers have flown over me. I could not remain outside. I had to retreat indoors. I have never before in my life experienced noise at that level, not even in turbine halls of power plants which are notorious for their noise level.**

Thousands of people reside within a 12 mile radius of Ault Field and many thousands in the general area. People can live with occasional and lower level noise but noise on this level is not tolerable in such a densely populated area. I support the need for a strong defense but I don't see the necessity of this situation in peacetime. In addition, the increase in noise pollution is going to be detrimental to the economy by keeping tourists away. It will reduce property values significantly. It will affect the health of residents. It will produce significant air pollution. **Such frequent and loud jet training must be moved to a less populated area.**

A military friend of mine said these Growlers were designed to be loud to terrorize the enemy even when not under direct fire. It seems that the Navy is forgetting that testing of

these tactics at home near population centers is just as terrible for the residents whose taxes pay for these jets.

Thank you for your consideration.

Sincerely,

(b)(6)



Lopez Island, WA 98261

(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) 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

Thank you for extending the comment period and using a postmark date. That means my comments of January 2 will be included in your analysis since the US Post Office needed 4 days for express mail.

One additional suggestion: If it be true that navy noise inhibits the sale of residential property near OLF, buy it and use it for housing the additional expected navy personnel. Then they would understand the impact of noise and would not have to go to Sedro Woolley for quiet, affordable housing.

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

(b)(6)

Port Townsend, WA 98368

(b)(6)

January 29, 2014

U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508
WhidbeyEIS@navy.mil

RE: EIS for EA-18 Growler Operations at OLF, Coupeville and Whidbey Island

Thank you for extending the deadline for public comments on the above-referenced EIS. We have been residents of Port Townsend, Washington for 20 years and would like to make the following comments on the proposed increase in Navy operations on Whidbey Island, which is directly across Puget Sound from Port Townsend.

We request that the scope of the Navy's Environmental Impact Statement be expanded to include all EA-18G ("Growlers"), EA-6B ("Prowlers") and P-8 ("Poseidon") operations at Naval Air Station Whidbey Island and/or the Outlying Field ("OLF"). We believe these operations, individually and together, will have significant environmental impacts on not just the Whidbey Island population, but surrounding populations, including Port Townsend and environs. We also believe these operations, individually and together, will have significant impacts on not just the human populations, but marine mammals and birdlife as well. The scope of the EIS should be expanded to include all impacts to all potentially affected populations from all operations.

Specifically, we request that the Navy, in its environmental review, conduct real-time noise tests on the ground (as opposed to relying solely on computer modeling). We understand that studies conducted by JGL Acoustics have concluded that sound levels from Growlers at OLF justify hearing protection and are high enough to cause actual hearing loss. We request that the noise studies include effects on Port Townsend and environs, in addition to Whidbey Island.

Further, we request that the EIS address all health effects from aircraft noise and pollution. We understand that studies by the World Health Organization, EPA and US Dep't of Transportation have reported such effects to include permanent hearing damage, increase in blood pressure, cardiac problems, and behavioral problems for children, as well as harm to wildlife.

The EIS should further address effects of operations on recreation, tourism, agriculture, historical and cultural amenities, and wildlife refuges, which are all important components of our economic base, as well as integral to our community and quality of life here in Port Townsend and environs.

We strongly believe that the proposed increases in Navy activity on Whidbey Island will have a significant impact on property values in Port Townsend. The EIS should address this potential "inverse condemnation" of our property. While it may have been reasonable for people living next to Naval Air Station Whidbey Island to expect certain effects from the jet traffic at that facility, when we bought our property in Port Townsend we certainly could not have reasonably anticipated that we would someday be living in the vicinity of the equivalent of a new SeaTac airport.

Finally, we believe the Navy must address a no-action alternative in the EIS which includes closing the outdated OLF and permanently relocating all EA-18G and EA-6B and P-8 jets and flight training to safe, state of the art facilities in non-populated areas. We understand that the Navy has a million-acre facility in the Mojave Desert which sounds ideal for this purpose.

Thank you for your consideration of these comments.

(b)(6)



(b)(6)



cc: citizensoftheebeyreserve2@gmail.com

JAN 22 2004

EA-18 G EIS PROJECT MANAGER

DOES THE NAVY HAVE AN ALTERNATIVE TO THE JET NOISE IN QUESTION? LET US KNOW. OTHER THAN PEACE WHICH DOESN'T SEEM LIKELY, PERHAPS COOPERATION WITH ANOTHER SERVICE BRANCH FOR GROWLER TOUCH&GO PRACTICE ONLY WOULD BE ADVANTAGEOUS. PERHAPS NEVADA OR NEW MEXICO WITH THEIR EMPTY DESERT EXPANSES WOULD WORK.

DAY TIME RATHER THAN EVENING PRACTICE IS BETTER, THOUGH I THINK THIS IS A CASE OF LETTING CIVILIANS VENT SINCE MORE NOISE SQUADS ARE ANTICIPATED (b)(6)

PORT TOWNSEND
98368

(b)(6)

(b)(6)

(b)(6)

Greenbank WA 98253

January 30, 2014

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

RE: Public Comment on EIS for Growler Airfield Operation at OLF, Coupeville

Dear EIS Project Manager:

We apologize for waiting until the last minute of the extension to provide our public comments on the scope of EIS for the Growlers continued operation at OLF in Coupeville. We have reviewed the documents and did attend early meetings.

We work on various projects adjacent or near the OLF field. We are orchard managers for the conifer seed orchard located at 19550 SR20 (near the corner of Parker and SR20). Our work days are at least two days per week in early/late season and more than 5 days at peak season, February through November. We also work with Island Transit on the restoration of their Parker Triangle property, their new facilities project at 19758 SR 20, and attend meetings on a regular basis in the area.

We are outside working during some of the Growler operations as we were when the Prowlers were flying. The Navy maintains and posts date and time schedules of operations for the Outlying Field. If possible we adjust our schedule, if not we keep ear protection available. There have been only a few times that we had to wear ear protection. With first hand, on the ground experience we feel that the noise impact is being grossly exaggerated in duration, intensity and frequency.

We work as Environmental Consultants on projects island-wide for a variety of clients. What we are aware of is that lands that are owned and/or operated by Navy/Army/AirForce have helped preserved some of our most pristine environments. Lake Hancock in Greenbank would be another Lagoon Point development rather than one of the best preserved saltwater estuaries left in the Puget Sound.

(b)(6)

Public Comment EIS for Growler Airfield Operation at OLF, Coupeville
January 30, 2014
Page Two

Joint Base Ft.Lewis/McCord is working to preserve the remaining less than 10% of prairies of Washington State. We are resources stewards for the endangered golden paintbrush population at Fort Casey, previously US Army now a State Park.

The Outlying Field is outside of the protected boundaries of Ebey's Landing National Historical Reserve. The Port of Coupeville was formed when there were rumors that the OLF would be decommissioned in the 1970s. Their goal at the time was to convert the airfield into a commercial airport if that happened. That project is still on their back burner. The environmental impact would be far greater than any operation of the Navy which the opponents of OLF seem to ignore. Prior to the current uproar there seemed to be constructive dialogue between USN and NPS. That certainly seems undermined at this point.

We do not think that we need to go further with this public comment in favor of the Navy's operations at OLF and the EIS that is being prepared. This particularly pertains to personal profit motives built into the current lawsuit. If you would like further information from us please contact us.

Regards,

(b)(6)

(b)(6)

(b)(6)



Sequim, WA

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

Project Manager;

We send this letter in SUPPORT of the two additional expeditionary Electronic Attack squadrons, as well as Fleet Replacement Squadron aircraft, to NAS Whidbey Island, Washington.

The sound, when heard, never fails to register in our hearts. It is truly the sound of freedom.

Many clear summer afternoons, we will be outside and hear them coming, most often from a SW direction. As they fly overhead, we stop, look up, and say a silent prayer for these Naval aviators and their families who have chosen to serve their country.

May some young person “hear the sound”, look up and say.....”I want to do that when I grow up.”

It is our hope the true sound of freedom produced by aircraft from NAS Whidbey Island, will continue to be heard. Likewise, may it inspire some young Naval aviator.

Go Navy

(b)(6)



(b)(6)



Sequim, WA

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

Project Manager;

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Go Navy

(b)(6)



1-22-2014

To whom it may concern;

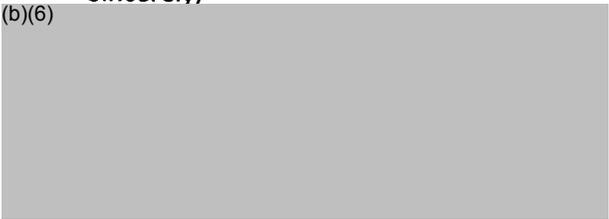
I am writing with concerns about additional airplanes at Whidbey Island Naval Station. My main concern is with air pollution that is evident in our area every day. We have persistence contrails that appear to grow and hang in the air. Studies have shown that fuels and lubricants for aircraft engines molecules include several phthalates which are endocrine disruptors , can cause cancerous tumors, birth defects and other developmental disorders, learning disabilities, severe attention deficit disorders, cognitive and brain developmental problems, deformations of the body including limbs, breast cancer, prostate cancer, thyroid and other cancers.

In a report recently published by Analytika Labs analysis provides scientific evidence of anthropogenic origin of mysterious filaments among the many various know organic compounds detected in the composition of fuels and lubricants for aircraft. In recent months they appear in analysis of water soil blood and polymers. The Lab personnel are concerned over the existence of a new form of pollution directly attributable to air traffic, jet fuels and jet reactor lubricants. Samples studied contain several toxic synthetic compounds (phthalates including DEHP). This is very concerning due to its properties of endocrine disruption. All organic molecules, particularly the heterocyclic compounds present in the airborne filaments samples represent a strong concern for public health as well as environmental protection. The health impacts of all living things in the area that are in the flight path of NAS Whibey as a result of these new forms of atmospheric pollution are in danger.

I am very much opposed to any increase of air traffic in our communities. I do not give my permission to have these or any toxic substances put into the air above and around me.

Sincerely,

(b)(6)



Mt Vernon WA 98273

(b)(6)

Touch and Go Training on Whidbey IS.
 January 31, 2014 10:08:29 AM PST
 WhidbeyEIS@navy.mil

U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd
Norfolk, VA 23508

In Port Hadlock we are hearing increasing traffic noise of Touch and Go training conducted on Whidbey Island by the U. S. Navy. Growler decibels levels negatively impact the health of our children, our livestock, wildlife, and the

community at large. The proposed buildup in squadron size and training flights will degrade the character of the Central Puget Sound region. The locals stay here and tourists come here because of natural

beauty, recreational attractions, and wildlife habitats that will be lost as the area becomes an extended militarized zone. The Navy disregards the effects of deafening noise on livestock and wildlife, including sea life life and migratory

birds.

We appreciate the service and protection you give to our country. The sound of Growlers has become a health issue for our area. The Navy has less vulnerable bases for pilot training, including the million-acre Station China Lake in

California's Mojave Desert. It should close the small, outdated Coupeville Outlying Landing Field (OLF) and relocate all jet operations to newer, safer facilities in non-populated areas.

Sincerely,

(b)(6)

Port Hadlock, WA 98339

(b)(6)

(b)(6)

Comments Regarding the EIS for "EA-18 Growler" Operations at OLF, Coupeville & Whidbey Island

**TO: U.S. Navy
EA-18G EIS Project Manager (Code EV 21/SS)
NAVFAC Atlantic 6506 Hampton Blvd.
Norfolk, VA 23508**

To: U.S. Navy: WhidbeyEIS@navv.mil

From: (b)(6)

The addition of more Navy aircraft on Whidbey Island impacts the whole northern area of Puget Sound. There are many considerations that have not been addressed. There is the impact on health for humans (adults, children and elderly), animals on land and in the water, and fuel dumping, parts from planes, and potential plane crashes. Training day and night disturb thousands of people in a large area.

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. Consideration should also be made for the addition of the 110 P8's that will be added to the Central Puget Sound air space and its impact on Port Townsend. A 'no flight' option should be considered as an alternative.

NOISE: Test real-time high noise events on the ground at OLF, Coupeville 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." Test decibel levels in Port Townsend when the OLF field is in use, including both day and night activities. What will the frequency of use be and how will it impact Port Townsend? Commercial airports have more sound monitoring protection than military bases. Growlers are the worst offenders heard by residents – not as promised by the Navy to be quieter.

PUBLIC HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; children; and the harm to livestock and wildlife – especially birds being hit by planes. Reference studies by: World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency.

ENVIRONMENT: Examine the effects of additional Growler squadron operations on the valuable recreational (including boating activities and events), tourist, agricultural and wildlife uses in Port Townsend and Central Puget Sound including all environmental, cultural, and historically significant structures and important wildlife and migratory bird habitats.

ECONOMIC & REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF will impact the Port Townsend real estate market., especially a population of people who have retired to this location and purchased homes for the tranquility and peace of the town and region. Tourism is the base of the Port Townsend economy and jet noise has the potential to destroy the sustainability of the local economy and the economic impact of the Growlers on Port Townsend must be considered.

ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF and permanently relocate all EA-18G and EA-6B jets and flight training to safe, state-of-the-art facilities in non-populated areas. "

Please conduct a more thorough evaluation than has happened so far – a complete Environmental Impact Statement before expanding Navy use of this area.

Sincerely,

(b)(6)

(b)(6)

(b)(6)

Port Townsend, WA 98368

January 31, 2014

Dear Navy Representative,

I am writing to object strongly to the harmful Noise Pollution and other effects of the Navy's Growler jet planes, originating from Whidbey Island. I also request more environmental due diligence regarding ecological and human impacts. During this time of receiving comments, I believe the Navy should respect the serious nature of allegations by concerned citizens, businesses and government officials, and abort such training flights that impact Coupeville, Port Townsend and nearby areas.

My Personal Experience

I live in Port Townsend on the bluff overlooking the ferry terminal. I have direct experience of the jet maneuvers.

When these jets fly, they are highly distracting and anxiety producing for me. I teach classes in my home, and we have to pause when the jets fly by. I cannot sleep well when they fly at night. Of course, it is worse in the warmer months when our windows are open. Whatever the season, though, the Noise Pollution is a problem. I have major hearing loss, and do not wish to jeopardize further my ability to hear as I age. In addition, I also have Noise Sensitivity due to Fibromyalgia. This condition means that certain humming sounds are magnified -- louder than what they really are. Unfortunately, jet noise is one of them. I also believe that my property value is diminished as a result of an overexposure to Navy operations. There is the Navy's largest West Coast Munitions site directly across from us with its attendant risks and Light Pollution (it has grown to look like a large airport), and now the roar of Noise Pollution from Whidbey Island.

Too Few Answers

Where does it stop? When things are incremental, it sometimes takes time to recognize the accumulated impacts. At what point does it transform from Sound to Unacceptable Noise? How can an ordinary citizen have a say against the powerful Defense Department? In what ways can we work together to reach accord so that our nation's security is assured; our geographies depending economically on government bases are healthy; and the well being of our own lives, animals, plants and the elements are optimal and not denigrated by Navy operations? So many questions chasing so few answers!

Other Concerns

I have other concerns to voice as well:

1. There is scientific evidence of the correlation to hearing loss, insomnia, heart issues, anxiety and other health problems. Another study showed chronic noise for children can raise aggressive tendencies and unhealthful behaviors.
2. A long trail of serious complaints follows in the wake of every other part of the U.S. and the world where Navy jets fly (e.g., Hawaii, Colorado, Key West and Japan, to name several).

This issue is NOT a new problem. The Navy has had many years to rectify these issues.

3. A study of environmental impacts is insufficient, if not lacking.

4. Whidbey Island, the San Juans and Port Townsend are retirement meccas and key tourist destinations; hardly the kinds of places you would expect the government to introduce Growlers, expand operations, or fly, especially at night. As we look out 25 years, the coastline of Puget Sound is expected to be one of the fast growing regions in population certainly in the State and in the country!

5. Our animals, plants and the elements do not have a direct voice. Science tells us, for example, that many animals have delicate hearing tolerances. Loud noises affect them far more than they do for humans. What are the long-term consequences of vibrations on the landscape? What effect do jets have on the quality of our waters that are already stressed?

6. Jet noise is a longstanding controversy. Surely there are new technologies that can cap noise and vibration. We cannot look at progress purely for the sake of progress -- all of the ramifications must be fully considered when making choices, including the costs of Noise Pollution to humankind and creation.

7. Commercial airplanes and even automobiles have noise restrictions as do city ordinances and apartment leases. I do not understand why the Navy is permitted to be an exception. It seems as if the Navy should live by the same standards as others do.

8. I feel there was an oversight, if not arrogance, and a 'deaf ear' exhibited by the U.S. Government when Port Townsend was not originally invited to participate in the hearing process. Our Mayor had to push for this inclusion.

I would like to have confirmation that this email letter was received, read and considered.

Sincerely,



(b)(6)

Port Townsend WA 98368

(b)(6)

Subject Growler operations on Whidbey Island and surrounding area
From (b)(6)
To <WhidbeyEIS@navy.mil>
Cc <citizensoftheebeyreserve2@gmail.com>
Date 2014-01-31 16:01



This letter is to protest the flying of loud navy aircraft over our residential areas and to request that the navy relocate these jets and flight trainings to safer, non-populated areas.

We are suffering a severe decrease in our quality of life due to the tremendous chaos of noise that accompanies your navy jets as they fly over our home.

The children of our community feel terrified each time one of these incredibly invasive jets flies over us. Our sleep is severely disturbed. All we can think of is the tremendous escalation of WAR in the world.

Far from making us feel safe, these jet flights produce gripping anxiety whose lasting effects are taxing our immune systems and both our mental and physical health. Whenever the jets fly my heart begins to race. I now need to wear an "event monitor" prescribed by my doctor to determine if the heart palpitations I am experiencing require medical intervention.

If we as a society put one-tenth of the funds that we put into our "defense" system into researching the best pathways toward peace, the result would be MORE PEACE AND LESS WAR, AND SUBSEQUENTLY LESS NEED FOR MILITARY DEFENSE!!!

Please, move your operations to an area with less population to impact, less people to frighten, less children to make anxious, less people to damage. There are options. Please use them

Sincerely,

(b)(6)

Port Townsend, WA

January 28, 2014

EA-18G EIS Project Manager (Code #FV21/22)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508

To Whom It May Concern:

I am a resident of Jefferson Co., Washington State. I have resided and paid taxes in Port Townsend for nearly 10 years. During that time the Navy has expanded its operations exponentially in our neighborhood.

The Growlers and proposed 737's flying over head to well past midnight are unacceptable for a residential area. The noise levels are deafening and detrimental to our health as a community and especially to the elderly and the very young people who live here. The noise is so stressful, some folks have to leave the area when these flights are happening.

There are other places these training flights could occur. The base in the Mojave would not impact a heavily ovulated area. Eastern Washington does not have the population density that occurs around Puget Sound and would be easily accessible.

We rely on our beautiful scenery, pristine waters and incredible way of life to attract others to our area and as a way for us to make money. These jet noises are a direct threat economically to us and our property values.

I am not against the Navy and appreciate what they do for us as a country. I am vehemently opposed to the expanded flights however over heavily populated areas of the country. Surely, the Navy can see the wisdom of doing their gaining elsewhere and not incurring the wrath of tax payers who will appeal directly to our elected officials for relief.

Thank you for your consideration.

(b)(6)



Port Townsend, WA 98368

(b)(6)



Subject Public Comments: EIS "EA-18 Growler"
From (b)(6)
To <WhidbeyEIS@namy.mil>
Cc <citizensoftheebeyreserve2@gmail.com>
Date 2014-01-31 15:40



Dear People,

I write to protest the flying of Growler aircraft on Whidbey Island. I am a resident of Port Townsend and my peace and health have been severely negatively impacted by the increasing passage of Navy aircraft over my home -- both day and night -- sometimes going on for hours at a stretch!

It may seem like the sound of freedom to some people, but to my family and myself IT SOUNDS JUST LIKE WAR!!!

Children I care for in my home go pale when these huge military jets fly over us and they say "I don't like that sound at all!" And they ask me what it is and tell me they are afraid.

I am regularly kept awake at night by the horrific repeated roars of these Growlers that shake the windows in my house and rattle the walls. The next day, I perform poorly at my work due to the lack of rest that has been stolen from me. I work as a nurse and the quality of my work is important not only to me, but to my patients and clients!

It is truly hard to believe that this intensity of repetitive noise is legal in our country! Have we no rights to live peaceful lives here? Does the navy trump everyone else's rights?

The FAA recognizes our area as a residential area where regular aircraft must fly 1,000 feet high because of SAFETY -- were the aircraft to come down, it would endanger many lives because of our population density.

For these important health and safety and well-being issues I request:

Please close the Coupeville OLF and permanently relocate all EA-18G and EA-6B jets and flight training to safe, state-of-the-art facilities in NON-POPULATED AREAS!

Thank you,

(b)(6)

Port Townsend, WA 98368

January 28, 2014

EA-18G EIS Project Manager (Code #FV21/22)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508

To Whom It May Concern:

I am a resident of Jefferson Co., Washington State. I have resided and paid taxes in Port Townsend for nearly 10 years. During that time the Navy has expanded its operations exponentially in our neighborhood.

The Growlers and proposed 737's flying over head to well past midnight are unacceptable for a residential area. The noise levels are deafening and detrimental to our health as a community and especially to the elderly and the very young people who live here. The noise is so stressful, some folks have to leave the area when these flights are happening.

There are other places these training flights could occur. The base in the Mojave would not impact a heavily ovulated area. Eastern Washington does not have the population density that occurs around Puget Sound and would be easily accessible.

We rely on our beautiful scenery, pristine waters and incredible way of life to attract others to our area and as a way for us to make money. These jet noises are a direct threat economically to us and our property values.

I am not against the Navy and appreciate what they do for us as a country. I am vehemently opposed to the expanded flights however over heavily populated areas of the country. Surely, the Navy can see the wisdom of doing their gaining elsewhere and not incurring the wrath of tax payers who will appeal directly to our elected officials for relief.

Thank you for your consideration.

Yours Very Truly,

(b)(6)

Port Townsend, WA 98368

(b)(6)

(b)(6)

Friday Harbor, WA 98250

1/24/14

To EA-18G EIS Manager:

Yesterday and the day before I went to a number of households and businesses on San Juan Island. Everywhere I went I heard the pounding rumbles of the "Growler", This is a big escalation from the noise formerly heard on Whidbey Island, so it cannot be said that we moved to San Juan Island knowing this noise would be part of our experience.

I am currently in remission from acute leukemia and this constant noise has an effect on my healing. I have heard from other people on island the same thing.

The San Juan Islands rely increasingly on tourism. We have been written up in national and international publications as one of the best places in America to visit for the beauty and quiet of our islands. How can we expect this to continue with such noise blasting away our peace and quiet?

As the noise has escalated significantly this is a new situation for the residents of San Juan Island. We need for the "Growler" to have significant limitations on how long and when the sounds will invade our lives at the least. The best option for us would be for the Navy to agree that the escalated noise is not compatible with the economy of the San Juan Islands and should not be used at all at the Whidbey base.

Thank you for taking my concerns into consideration.

(b)(6)

(b)(6)

(b)(6)

To Jaime Stephens, Jan 2014

I am writing to protest the increased & escalated noise pollution from the Whidbey Naval Base activities. Our island community has rallied to ask that the activity @ the Whidbey Naval Base be reduced to protect the health & wellbeing of our residents, the value of our island home environment & economy around tourism, too. We are asking for conscious consideration and action to reduce the noise pollution considerably.

Thank you

(b)(6)



January 30, 2014

U.S. Navy
EA-18G WIA Project Manager (Code EV 21/SS)
NAVFAC Atlantic
6506 Hampton Blvd.
Norfolk, VA 23508

RE: EA-18G Growler airfield operations

Our home is in central Port Townsend on a hill overlooking Admiralty Inlet and Whidbey Island. We are writing to you because we are directly affected by operations at Whidbey NAS.

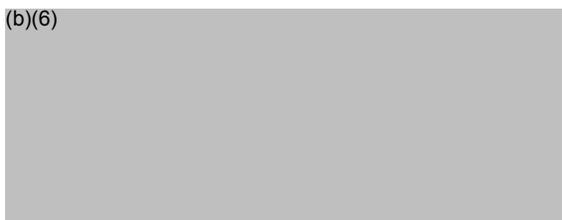
In 2012 and 2013 we were extremely disturbed by very loud and late night flights of what we have learned were the Growler jet aircraft using the field near Coupeville for training exercises. We could not have normal conversations, enjoy music or reading, or get to sleep. In short, it was affecting our quality of life in our home.

We are also concerned about the impact of the extreme noise on the area wildlife in our parklands, waters and air.

We have now learned that the Navy is proposing to re-start and expand operations from the Coupeville airfield. We are asking that you reconsider this proposal, and instead move these operations to a minimally populated area where there would be less impact on people and nature.

Thank you for your consideration.

(b)(6)



(b)(6)



Port Townsend, WA 98368

Cc: Senator Maria Cantwell
Senator Patty Murray
Congressman Derek Kilmer

1-28-14

To whom it may
concern

We live on San
Juan Island in WA.
State.

We are increasingly
~~disturbed~~ by the "growler"
noise (and vibration!).

Please instate limits
or better yet find
a different place to
practice!

(b)(6)



(b)(6)



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FH, WA 98250



A-18G EIS Project Manager
Naval Facilities Engineering Command
Atlantic, Attn: Code #EV 21/SS
6506
Hampton, VA
23508