



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)} _____ Couperville, WA 98239

4. E-mail _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

Our home is in Admirals Cove and we are severely impacted by the Growler jets. The noise is painfully deafening and one cannot conduct normal activities such as talking to someone in the same room, talking on the telephone, watching TV or listening to music/radio, working in the yard, taking a walk, or sleeping, as well as entertaining guests at our home. We are concerned about health effects on ~~our~~ ~~to~~ on our hearing & such impacts on our pets as well, not to mention children & people whose occupations force them to work outdoors.

In the short-term I think the Navy should limit flights to 2-3 days a week, and should not fly after 10:00 pm. →

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

YOUR INPUT MATTERS

0936



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation *None* _____

3. Address ^{(b)(6)} _____ *Coupeville*

4. E-mail ^{(b)(6)} _____

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

I question why not EIS was done before moving Growlers to Whidbey, a finding of no impact would be totally refuted by those of us living under the OIF flight pattern.

I question using model and averages to establish the noise impact

I am disturbed by the rapid and significant increase in the number of operations at OIF and the number of planes on each. What may be convenient or economical for the Navy

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places a terrible burden on residents.
It's my opinion that the Navy has shown
no consideration for civilians living under
the expanded flight pattern.

We have been accepting of the Navy's presence
at OLF for many years. It is the changes
over the last two or three years since the
growlers arrived, that we find intolerable

0937

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



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1. Name (b)(6)

2. Organization/Affiliation SELF and Ebey's Landing National Historical Reserve

3. Address (b)(6)

4. E-mail (b)(6)

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I will be supplementing these comments via email

I am concerned about real estate values; Noise and Health Issues (I have a "first hand experience" while I was at Island County Solid Waste site in regard to my hearing ^{jet noise} Brd; I spent 12 solid years dedicating my life to helping create our National Reserve and feel that the Navy Jet Noise is a strong detriment to the experience at the Reserve for all humans and living creatures in the Reserve's environment.

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1. Name (b)(6)

2. Organization/Affiliation citizen of Coupeville

3. Address (b)(6)

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

I would like to address the noise levels on 3 levels:
Personal/Individual - when I'm at home and the planes fly over. I can't talk on the phone; hear my TV or radio; carry on a conversation. The noise vibrates my house and scares the cat & dog. At night at times I thought it was an air raid, One day on Pennington my neighbors took pictures of the pilots flying low over our street as though our street was the

airstrip.

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YOUR INPUT MATTERS

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Business - I am a small business owner right in town across from the post office. It's a yoga business, a business that promotes serenity and harmony. How can I conduct classes that promote such values when I have jets roaring overhead - during my morning and evening classes? It is very disruptive,

Community member/citizen:

So I was down in Seattle at a cultural event. Sitting next to me was a couple 60-65. They started talking about their plans for retirement. I said I live in one of the most beautiful places, Whidbey Island. "Oh, we know about Whidbey, especially Coupeville. It's one of the loudest communities around. We would never retire there!" What about our property values? And more importantly - what about the quality of our lives?

Let the Navy fly their planes in a less populated - sunny place! Nevada?

We need our health back!

That is reason enough.

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1. Name (b)(6)

2. Organization/Affiliation _____

3. Address (b)(6) Coupeville WA 98239

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

Plane noise is very loud most flights. Plane flight path + altitude are very variable + therefore the levels of noise are unpredictable. We have measured over 112db outside + over 90db inside our new (built to exceed county noise-reduction standards) home. Late flights are extremely disruptive, far more than daytime flights. We live in noise zone 2 (60-75db) but have planes directly overhead + low enough to see pilot's face. Planes flying 2-3 in a loop are noisy but planes flying 4-5 in a loop are a constant barrage of noise, often for hours. Conversation inside (with doors + windows closed) is impossible. I hope the EIS will consider the eventual replacement of Growlers with unmanned drones. I also hope the issue of fuel dumping or discharged is fully addressed.

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1. Name (b)(6)

2. Organization/Affiliation _____

3. Address (b)(6) Couperville 98239

4. E-mail _____

5. Please check here if you would NOT like to be on the mailing list email only.

6. Please check here if you would like your name/address kept private

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Growlers flying over Admirals Cove are often lower than 600 Ft altitude. Please study noise levels at actual altitude.

Also, it is typical for multiple Growlers to be in the flight pattern at the same time. Please study the effect of up to 5 Growlers at the same time

OVER

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YOUR INPUT MATTERS

0941

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Please review safety at
multiple residents living in
the crash zone.

0941

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1. Name (b)(6)

2. Organization/Affiliation private citizen

3. Address (b)(6)

4. E-mail (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

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It is clear to me that the Navy has already decided to go through with their plans to increase the number of squadrons & growlers on Whidbey Island. The EIS they have "conducted" are self serving and skewed to the Navy's favor. The citizens of Ebey's National Reserve live here because of the nature & beauty of the area. The noise disruption from Navy jets is intolerable. We have no feasible defense and have absolutely ~~not~~ NO chance of talking the officials out of this decision. The Navy may defend our country but has no conscience in endangering it's ~~own~~ citizens.

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If the noise returns to the massive levels (in intensity and duration) of this Spring, I will have to move. I estimate that I will lose $\frac{1}{3}$ - $\frac{1}{2}$ the value of my home, due to the increase in noise. Ouch!

We moved here to care for my wife's parents, her father being a "lame vet."

If we move they will have to fend for themselves.

I believe there are many solutions to the problem, and the Navy has the resources to solve the problem. I don't understand their professed helplessness. It's a matter of will.



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1. Name ^{(b)(6)} _____

2. Organization/Affiliation Citizen

3. Address ^{(b)(6)} _____ OAK Harbor WA 98277

4. E-mail ^{(b)(6)} _____

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The EIS scoping meeting need to include all EA-18G + EA-6B + P-BA Aircraft and how they impact the citizens that are exposed to this Noise Pollution + Ground Shaking from these Aircraft.

I have Attached list of concerns the Navy needs to include in the EIS.

I would also like to have the Navy test the sound at our Address: ^{(b)(6)} _____

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

SCOPE:

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

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

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

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

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

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

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



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These EA-18G Have to many issue for the citizens to be exposed to from Noise to Pollutants Being in High concentrations in these two location on whidbey island as well the ground vibration shake our home from this Aircraft and these Aircraft Need to go to a location like US Military training Center Yakima valley or China Lake, CA were the military has room to train without harming any civilians with the Noise, Pollutants, Ground Shaking these Aircraft Produce.

The Military Needs to listen to the Citizens that are being affected by this issue.

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0945



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2. Organization/Affiliation _____

3. Address ^{(b)(6)} _____

4. E-mail ^{(b)(6)} _____

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impact of jet noise, fuel dumping & exhaust pollution on visitor experience in State Parks Reception Pass - Dugwaha Bay.

impacts of low flying jets (150ft) of noise, fuel dumping, exhaust pollution in remote area of the Cascade & Eastern Was on human & animals. Stay in flight patterns ???

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YOUR INPUT MATTERS

0946

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Please monitor height of the plans
over my house.

Please do siting reading at my house.

0946

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How much fuel is being used + what types?
How high + where are the planes supposed to be when dispersing fuel?
at what altitude can a plane stall + return back to field?
Noise readings at baseline + taken at take off + landing + not average for a whole year

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YOUR INPUT MATTERS

Will planes honor 2005 Air oper. Manu.?
Will planes be jamming? I would like
to use Cell & computer & etc.

How many of the civilian employees are
military retirees or dependents?

What about the trumpeter Swan & Eagles in
navigation path? You wanted them killed
last year.

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1. Name (b)(6)

2. Organization/Affiliation

3. Address (b)(6) Campsville

4. E-mail (b)(6)

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Come to my house within 7 days
PLY OVER OUR HOUSE! COMPUTERS CANT
THAN WE CAN TALK SIMULATE IT

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0948

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](mailto:NAVFAC_LANT_VAO_ops_EIS)
Cc: citizensoftheebysreserve2@gmail.com
Subject: Concerns of Citizens on Whidbey Island affected by OLF situation
Date: Tuesday, November 26, 2013 11:49:18

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

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

From: (b)(6) _____

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

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OTHER COMMENTS:

Since moving here in May 2012, I have had major sleep issues which seem to have been relieved since OLF was closed to jets a few months ago. Prior to moving here, there was notification of jet fly-overs but was told it was only occasional and nothing to be concerned about; and the two line disclosure in the settlement papers was known to me only at settlement. There was no mention of additional, louder aircraft being added to the flights flying from OLF. _

If as is stated, that OLF is outdated and unsafe, the jets should not be using that airfield; It certainly is not a safe place for all the residents who live in close proximity to the airstrip and as a grandmother, I am concerned for all the children on the playgrounds in surrounding area; and for my own health, and safety. It is scary seeing jets flying so loud and so low over one's house . I cannot hear anyone speaking to me, or I them when this occurs. Phone conversations must pause. Unfortunately, the night time is worse with constant flights sometimes for four hours at a time.

I am not against the Navy, but there has to be a better place, safer for everyone concerned than flying over this pristine farmland, parks, Reserve, and many residential homes.

thank you for your consideration of us, as U.S. citizens; We pay the taxes that pay the salaries of all military personnel, and for all defense equipment._Part of that equipment is safety equipment to protect your pilots; what about our safety?

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: (b)(6)
Subject: Information on NASWI
Date: Monday, September 09, 2013 13:35:24

Please add me to the mailing list regarding the EA-18G Growler Airfield Operations at NASWI, including the CD copy of the draft EIS (Code EV21/SS). Thank you.

(b)(6)

Puget Sound Energy

Manager, Local Government and Community Engagement

(b)(6)

(b)(6)

(b)(6)

(b)(6)

(b)(6)

Bothell, WA 98011

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS
Date: Tuesday, November 26, 2013 11:59:16

Studies have proven that the level of sound in central whidbey is beyond what the Navy's own documents show as actionable.

It's time to study your own documents. You are breaking the law when you dump your jet fuel over the prairie. Your noise levels are breaking EPA law, and your own standards.

The Navy is not inviolate, you are accountable for deafening children, harming wildlife, causing cardiovascular disease.

(b)(6)

Coupeville
98239

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Cc: citizensofthebeysreserve2@gmail.com
Subject: Closing Of OLF
Date: Tuesday, November 26, 2013 11:55:04
Attachments: [EIS COMMENT FORM rtf short lines.rtf](#)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS Listing request
Date: Sunday, September 15, 2013 15:51:54

As owner of a residence on Terry Road in Coupeville, WA, located in the center of the flight pattern of OLF Coupeville, I respectfully request a copy of the EIS report and inclusion on the Navy's mailing list for pertinent updates.

Respectfully,

(b)(6)

From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Date: Tuesday, November 26, 2013 13:00:21

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

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

From: (b)(6) _____

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

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

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

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

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

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

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

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

OTHER COMMENTS: _____

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](mailto:NAVFAC_LANT_VAO_ops_EIS)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: OLF EIS Comments
Date: Tuesday, November 26, 2013 14:45:01

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

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

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

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

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

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

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

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

OTHER COMMENTS:

_We moved here 28 years ago, SOUTH of Classic Rd., a good 11 miles south of the base. We knew the base was here but were told if we bought s. of the Greenbank Farm, we wouldn’t be impacted by it. And for at least 26 years, that was the case. But the last two years in particular have been very disruptive. These new jets are apparently much louder than what they replaced and the flight pattern has changed where now they see to fly near our home. Most annoying is the new frequency, and the late hours. I lost count how often we have been woken up late at night by the noise of these things. The use of these new planes using OLF is totally unacceptable. The Navy has NO business bringing such disruptive things into this community.

From: [Oak Harbor Library Reference](#)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [Kathy Bullene](#)
Subject: EIS for EA-19G Growler Airfield Operations
Date: Monday, September 09, 2013 17:07:51

Dear Sir or Madam:

Please provide print and CD copies of the EIS for EA-19G Growler Airfield Operations to the Oak Harbor Library (Sno-Isle Libraries) at the address below. We will make them available to the public, and catalog the final version for the collection.

Thank you,

Mary Campbell, Managing Librarian

Sno-Isle Libraries, Oak Harbor Library

1000 SE Regatta Drive

Oak Harbor, WA 98277

360-675-5115

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EA-18G EIS Project Manager (code EV21/SS
Date: Monday, November 18, 2013 12:22:27

Please send me a copy of the above referenced draft EIS. (b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Request for EIS
Date: Monday, September 23, 2013 15:07:03

I would like to request to be on the mailing list for the EIS for the Coupeville Outlying Field.
(b)(6) Thank you

From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Cc: citizensoftheebeyreserve2@gmail.com
Subject: RE: "Growler" Operations at the Coupeville OLF
Date: Tuesday, November 26, 2013 15:20:58

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

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

From: (b)(6)

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

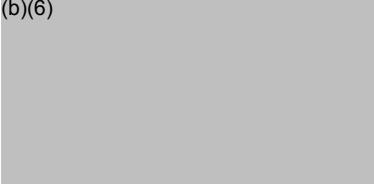
REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general.

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

OTHER COMMENTS: _____

(b)(6)

(b)(6)

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

<<http://www.avast.com/>> This email is free from viruses and malware because avast! Antivirus <<http://www.avast.com/>> protection is active.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EA-18G Growler noise EIS
Date: Monday, September 09, 2013 11:58:56

Please include me in any email news regarding this EIS.

Thank you

(b)(6)

(b)(6)

From: (b)(6)
To: NAVFAC LANT VAQ ops EIS
Cc: citizensofthebeysreserve2@gmail.com
Subject: comments regarding "growlers".
Date: Tuesday, November 26, 2013 11:37:44

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

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>>
Copy to: citizensofthebeysreserve2@gmail.com <<mailto:citizensofthebeysreserve2@gmail.com>>

From: (b)(6) _____

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

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

OTHER COMMENTS: __Having lived under the jets in coupeville for several years, i know whereof this letter speaks. the navy's presence at OLF coupeville is a classic example of a "taking" by "our" government and an outrage on all fronts. _____

Ex nihilo nihil fit.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: WhidbeyEIS Request
Date: Monday, September 09, 2013 11:07:47

To whom it may concern,

I would like to be added to the WhidbeyEIS mailing list and I would appreciate a copy of the Naval EIS please.
Thank you for all that you do.

Regards,

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: (b)(6)
Subject: EIS for EA-18G at Naval Air Station Whidbey Island, Oak Harbor, Washington & OLF Coupeville
Date: Saturday, September 07, 2013 17:41:17

Following your published notice of intent for this environmental impact study I request to be on mailing list for the EIS as well as CD copy of the draft.

Our family have been property owners near the Outlying Landing Field since Apprx 1930 or before. While I have not reviewed the EIS my initial reaction is the OLF should be maintained and the public objections to relocate are not warranted.

(b)(6)
Burlington, Wa. 98233

From: (b)(6)
To: [Jill Johnson](#)
Cc: [Helen Price Johnson](#); [Kelly Emerson](#); [Nortier, Michael K CAPT CO NAS Whidbey Is. N00](#); [Mayor Scott Dudley](#); [mayor@townofcoupeville.org](#); [NAVFAC LANT VAQ ops EIS](#); [Walker, Darryl L CAPT CVWP, Deputy N01](#); [Congressman Rick Larsen](#)
Subject: Petition Signatures
Date: Tuesday, November 26, 2013 14:20:51

Dear Jill,

Have you considered the dishonesty and the irony of presenting signatures at the EIS Meeting of people who support the OLF, which were obtained based on a lie? We both know there would be more sympathy for people complaining if signers knew that the noise disclosure is a farce, that the County engineered a terrible deception that actually trapped people under the noise, and the present Commissioners refuse to acknowledge what happened. There are lots of honorable people who support the OLF, but would not want citizens subjected to noise levels way beyond pain who were not told, but should have been.

Don't perpetuate a lie amplified through thousands of misled people. Does the County want to mislead twice - first in stripping the disclosure in a way so secretive that only the framers and realtors knew, and then implying through your presentation of them at the meeting that the numbers would not have changed if signers had known that the County duped buyers instead of informing them? Buyers have every right to complain about the noise because they were deprived of the information the County knew they needed 1992 when they wrote the 1992 Noise Disclosure..

If you do this, you will become the cheer-leader for deception. Like Kelly wearing her T-shirt, you court popularity with voters all worked up over the righteousness of their cause because they think they can rightfully fight their battle by harassing complainers mercilessly, harshly, and gleefully, in so many ways, because they think there is disclosure. The lie creates an almost party-like atmosphere for OLF Supporters because they are so right and the whiners are so wrong.

You know the lie and its history, when in 2002 a good disclosure was replaced by deception at the Aug 12, 2002 Commissioners Meeting. I've sent you ordinances, the changes, the meeting minutes, the form used by realtors today, and much more, on many occasions and been ignored. The truth is scary to us all. There are many reasons for people to support the OLF without the lie that people were told. I'll be harmed much more than you over this deception because when I sell my house when the jets fly again, I won't lie and the financial loss will be devastating.

I ask you to lead this fight to save the OLF in other ways. As a leader in Island County, you should work to dispel this myth that the County created and disseminated.

(b)(6)

From: (b)(6)
To: [Nortier, Michael K CAPT CO NAS Whidbey Is, N00](#)
Cc: [Meyer, Jennifer S CIV NAVFAC NW, AM](#); [Welding, Mike T CIV NAS Whidbey Is, N01P](#); [Walker, Darryl I CAPT CVWP, Deputy N01](#); [NAVFAC LANT VAQ ops EIS](#); [Helen Price Johnson](#); [Kelly Emerson](#); [Jill Johnson](#); [mayor@townofcoupeville.org](#); [Mayor Scott Dudley](#)
Subject: Disclosure Deception Surrounding NASWI
Date: Monday, November 25, 2013 14:11:07
Attachments: [1992 Disclosure Statement \(1996 AIRPORT AND AIRCRAFT OPERATIONS.pdf](#)
[2002 Noise Disclosure.pdf](#)
[Mike Welding Jet Altitudes US SC rulings.docx](#)
[Prosecutors Office Letter.pdf](#)

Dear Captain Nortier,

I have exchanged a number of troubling emails with Michael Welding and Jennifer Meyers. They may have shared the content of that communication with you, as I requested. I have been concerned that these representatives are discounting the importance of disclosing noise to buyers of homes in the noise zones surrounding military installations because they have said repeatedly that the Navy has no responsibility for the disclosure currently being used by the County. They may not know that the Navy has routinely been involved elsewhere, and played a major role in the formation and adoption of the last two disclosures here. First the Navy provided the information for the full disclosure statement in 1992, then it was a party to stripping it in 2002 so that it now discloses next to nothing.

The strength of the Navy and the Navy image depends on each individual representative. Jennifer claims the Navy is just another land owner in the County, gravely discounting the huge influence it does have, especially with the Island County Commissioners who frame the law for any disclosure. Jennifer is unaware that the disclosure used by every realtor in Island County is not the same disclosure adopted into law in 1992. She sends out the older disclosure to show how much it does disclose, not knowing that all of the information it contained was removed in 2002.

Neither she nor Mike seem to care that people make disastrous choices when buying on Whidbey Island because lower priced houses with views in the noise zones are very attractive to buyers who know nothing about the Growlers, when comparing with other properties. Realtors like the 2002 disclosure because houses under the flight path are easier to sell, and when people first experience the jets and find they can't live with the noise over time, these houses sell faster, especially as the noise has become louder. When told about the short comings of the old compared with the new, they say every realtor discloses fully, and they do not want to change the disclosure.

In 2002, there were Navy representatives who didn't care about people whose lives would be made a misery when the 2002 Noise Ordinance was adopted, which included the 2002 Noise Disclosure. The Navy Liaison, Rich Melass, is on record in the August 12, 2002 Island County Commissioners Meeting Minutes (attached), that he "supported and recommended" the amendment making the new disclosure the law. Rich, and possibly others in the Navy, did not insure that buyers were protected to prevent against the remorse that exists today.

The Navy's role in stripping the disclosure is even more insidious, because those same buyers living in misery are subject to continual harassment by the community which is desperately trying to win the fight to keep the OLF. Complainers should be willing to sacrifice their right to live a normal life to the Navy, or be judged unpatriotic because, after all, "they knew." They fight hard, and it is sometimes nasty. The Pro-OLF combatants are

empowered by the lie that buyers were warned.

It is inconceivable that a County Commissioner will present thousands of signatures to the Navy to save the OLF at the EIS Meeting based on the lie that the people who want to close it down are responsible for their own problems with the noise and should "shut up or move." The County is responsible for adopting a law that was written by NMLS attorneys, as signified by their copyright on the top of the form realtors use. (attached) It was obviously written to ensure that they were not told, but leaving the realtors and the County protected. Again, the amendment was recommended and supported by the Navy.

I've attached a number of documents to show the deception and the steps I have tried to take to reveal it. I have attached the 1992 Noise Disclosure. The Navy spends millions measuring noise around military installations and is well equipped to provide excellent EPA, FAA, and DOD guidelines to county governments on how to disclose noise. The Navy assisted with the development of the 1992 Island County Noise Disclosure, which did provide full disclosure (see attached 1992 Disclosure). The 1992 disclosure had included important information including 100+ decibel level measurements (outdated as they are eight times higher now), routine flights day and night, noise zone maps, reference for buyers to consult the Noise Ordinance, and more.

Compare that with the 2002 Noise Disclosure I also attached. In the 2002 stripped disclosure, "military jet aircraft noise" became "significant airport noise," buyers were given the suggestion to consult the Noise Ordinance if they were building, and not told where to find it. Everything else was removed. The 2002 disclosure is currently used by all realtors to disclose noise to buyers and they do not want to change it (see attached realtor form). Properties are easier to sell and they sell again more quickly - not a motivation for all, but surely a temptation.

I attached a comparison chart so that you can see them side-by-side.

Although every realtor uses the 2002 deceptive disclosure, at least one County Commissioner, Helen Price-Johnson, disputes whether it is the legal version. The practice of using this stripped disclosure is deceptive advertising at its worst, and I have alerted the State Attorney General's Office of my opinion by filing a complaint. The Island County Commissioners and other government leaders have been confronted with this deception, but are very unlikely to do anything. Or worse, they will write an honest disclosure that will trash property values in Island County even more, crushing the buyers already trapped. I have attached a letter I sent to the Prosecutor's Office after Commissioner Price-Johnson said she had staff there looking into it over a week ago.

By the way I live next to the property in Admirals Cove, at the top of the hill, where the noise level was measured at 134 decibels. I have attached part of the email correspondence I had with Michael Welding and Jennifer Meyer about the altitude. Using his numbers, we are 382 feet below the jets, but my guess is he is under estimating. I have no confidence in how the Navy measures things. We see the jets through the skylights and judge them to be less than 200 above us, well below the eagles and just above the trees. The wording on the underside of the jets could be read if they weren't going so fast. You may have lived on an aircraft carrier and understand what our daily life is like - and we would not be living here had we been presented with the noise disclosure we deserved instead of the mess that resulted because no one cared.

Is the Navy going to do something to dispel this myth? Is the Navy going to assume the community support would be the same if the citizens knew buyers were deceived and the Navy was a party to the deception? Will the Navy accept the Pro-OLF petitions signed under the pretense that complainants were warned? Will the Navy fly again in

January over families who were deceived by the 2002 Noise Disclosure, and many more never received any disclosure at all?

I want to be proud of the Navy. My husband served at Miramar NAS. We are not complainers and have never been politically involved. But what has happened here is morally wrong and probably illegal, just like the noise level and so many other things. People have been hurt, this needs to be fixed, and the Navy needs to take the leadership role it should have taken in 2002 to fix it. The community perception that buyers were warned needs to be changed and the Environmental Impact Study should include an investigation into the disclosure deception. The Navy needs to assume their part of the responsibility for fixing this problem.

Respectfully,

(b)(6)

1992 Disclosure Statement

(1996 AIRPORT AND AIRCRAFT OPERATIONS NOISE 9.44.050 DISCLOSURE ORDINANCE)

No person shall sell, lease, or offer for sale or lease any property within an Airport Environs Mapped Impacted Areas unless the prospective buyer or lessee has been given notice substantially as follows:

TO: The property at _____ is 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 the attached map. Ault Field and OLF Coupeville are tactical military jet aircraft facilities and are also identified on the attached map. Both Ault Field and OLF Coupeville are used for Field Carrier Landing Practice (FCLP) purposes. Practice sessions are routinely scheduled during day and night periods.

Property in the vicinity of Ault Field and OLF Coupeville will routinely experience significant jet aircraft noise. As a result airport noise zones have been identified in the immediate area of Ault Field and OLF Coupeville. Jet aircraft noise is not, however, confined to the boundaries of these zones.

Additionally, the noise generated by the single flyover of a military jet may exceed the average noise level depicted by the airport noise zones and may exceed 100 (one-hundred) dba.

More specific information regarding airport operation and aircraft noise can be obtained by calling the Community Planning Liaison Office at NAS Whidbey Island and the Island County Planning and Community Development Department.

(Ord. C-32-92, May 11, 1992, vol. 34, p. 71)

Island County Noise Zone Maps
 Adopted with Ordinance C-59-02 [PLG-011-02]
 August 12, 2002
 Approved by WA State Building Code Council
 November 26, 2002



14.01B.100 Disclosure Statement

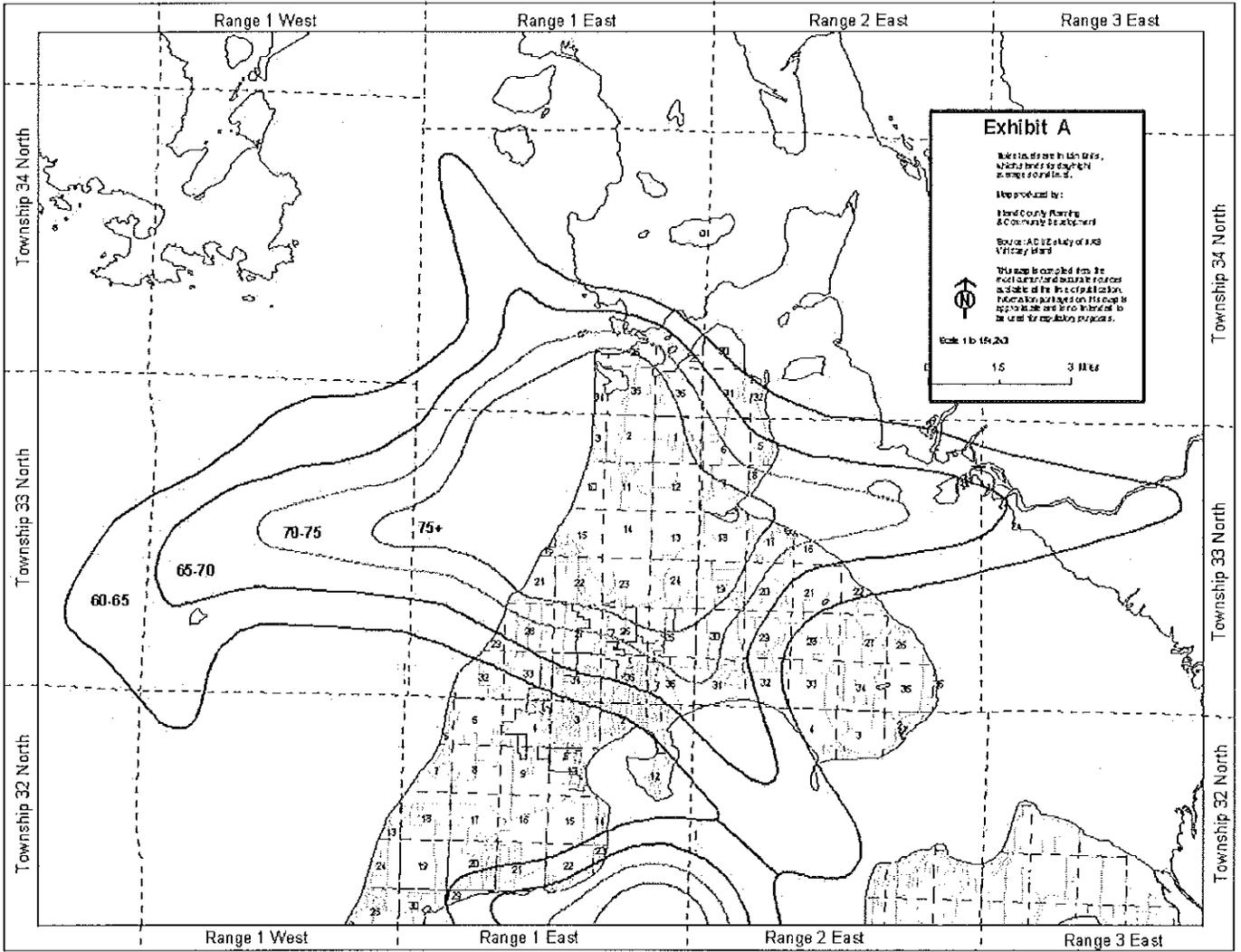
No person shall sell, lease, or offer for sale or lease any property within an Airport Noise Zone 2 or 3 unless the prospective buyer or lessee has been given notice substantially as follows:

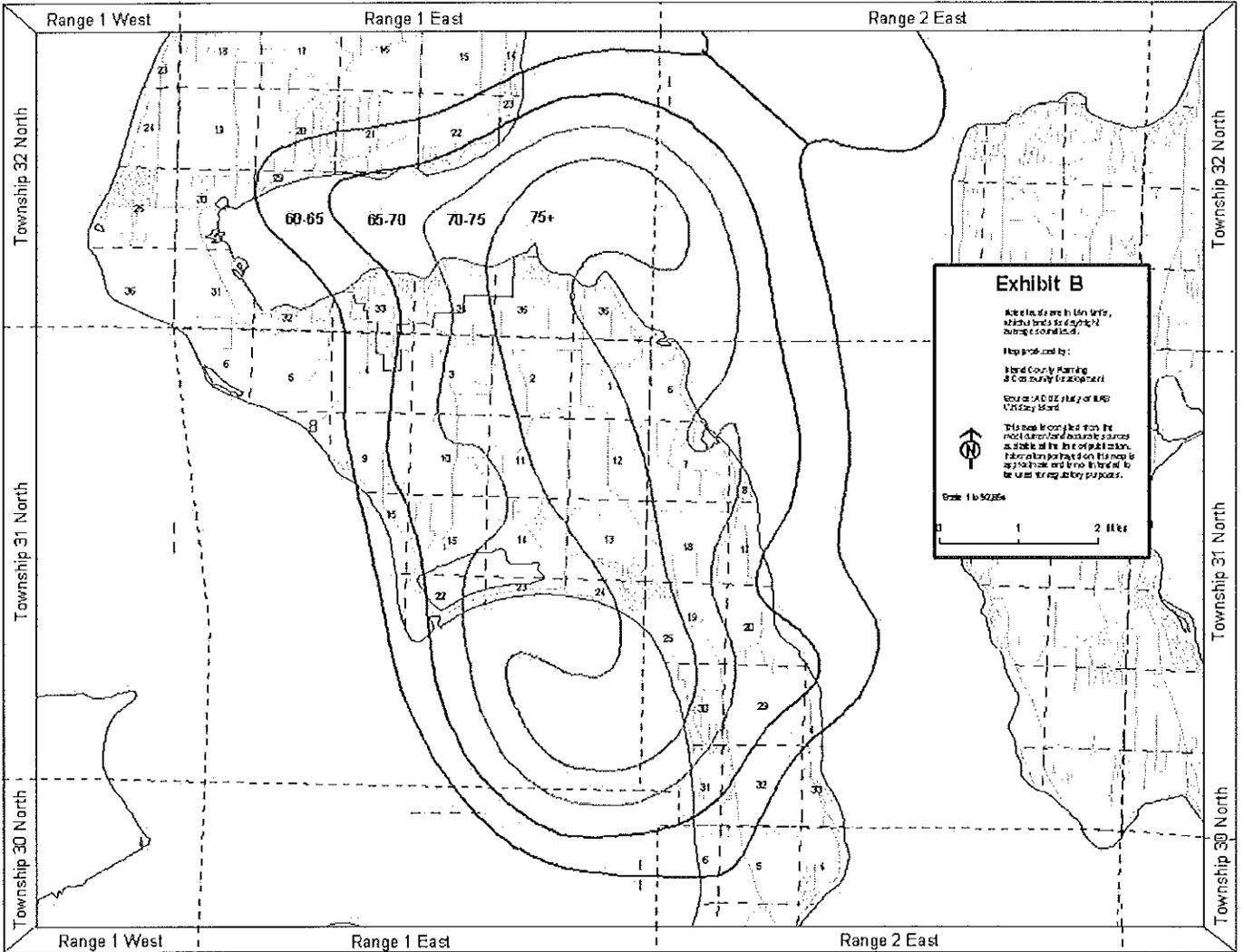
To: _____

The Property at _____ is located within Airport Noise Zone 2 or 3 impacted area. Persons on the premises may be exposed to a significant noise level as a result of airport operations. Island County has placed certain restrictions of construction of property within airport noise zones. Before purchasing or leasing the above property, you should consult the Island County Noise Level Reduction Ordinance to determine the restrictions which have been placed on the subject property, if any.



The attached maps show properties affected by normal aircraft noise patterns on North Whidbey and Central Whidbey Island. The maps accompany the revised Noise Level Reduction Ordinance Chapter 14.01B Island County Code.





**Chapter 14.01B
Noise Level Reduction Ordinance**

Sections:

- 14.01B.010 Purpose**
- 14.01B.020 Applicability**
- 14.01B.030 Definitions**
- 14.01B.040 Airport Noise Zones**
- 14.01B.050 Building Construction**
- 14.01B.060 Design Requirements**
- 14.01B.070 Air Leakage for All Buildings**
- 14.01B.080 Compliance – 25 Decibels**
- 14.01B.090 Compliance – 30 Decibels**
- 14.01B.100 Disclosure Statement**
- 14.01B.110 Existing Uses**
- 14.01B.120 Permits**
- 14.01B.130 Variances**
- 14.01B.140 Limitation of Liability**
- 14.01B.150 Conflicting Regulations**
- 14.01B.160 Severability**
- 14.01B.170 Effective Date of Adoption**

14.01B.010 Purpose

The Island County Comprehensive Plan identifies and values our Airport resources for the substantial economic and transportation value they provide. We also acknowledge that lands surrounding our more heavily utilized facilities need to be afforded additional protection. The Noise Level Reduction Ordinance is intended to:

- A. Increase the compatibility of these facilities with surrounding Residential and Commercial uses by lowering internal noise levels within structures; and
- B. Protect the public health, safety and general welfare by providing for the full disclosure of the noise associated with the operation of aircraft.

14.01B.020 Applicability

The regulations set forth herein are applicable to all lands within the delineated airport noise zones set forth in Exhibits “A” and “B”. All lands within the delineated Airport Zones shall comply with the provisions of this Chapter through the review of building permits.

14.01B.030 Definitions

- A. **AIRPORT:** Any area of land or water designed and set aside for the landing and taking off of aircraft and utilized or to be utilized in the interest of the public for such purposes.
- B. **AIRPORT NOISE ZONE:** That area which has been identified as being significantly impacted by airport noise.
- C. **AIRPORT ADMINISTRATOR OR ADMINISTRATOR:** The Island County Building Official.
- D. **ALTERATION:** Any construction which would result in a change in height or lateral dimensions of an existing structure.
- E. **CONSTRUCTION:** The erection or alteration of any structure either of a permanent or temporary character.
- F. **DAY-NIGHT AVERAGE SOUND LEVEL (Ldn):** A basic measure for quantifying noise exposure, namely: The A-weighted sound level averaged over a 24 hour time period, with a 10 decibel penalty applied to nighttime (10:00 P.M. to 07:00 A.M.) sound levels.
- G. **DBA:** The unit of corrected noise level measured in accordance with the "A-weighting scale" which replicates the response characteristics of the ear.
- H. **DECIBEL:** A unit for measuring the relative loudness or sound pressure ordinarily detectable by the human ear, the range of which includes about 130 decibels on a scale beginning with 1 for the faintest audible sound.
- I. **DEPARTMENT:** Island County Planning and Community Development.
- J. **NOISE SENSITIVE AREAS:** Areas in buildings where the normal noise level is low and shall include office areas, classrooms, areas where the public is received and breakrooms.
- K. **NONCONFORMING STRUCTURE:** Any structure, which was lawfully in existence prior to the enactment of these regulations and which does not conform to these regulations.
- L. **PERSON:** Any individual, firm, co-partnership, corporation, company, association, joint-stock association, or body politic, and includes any trustee, receiver, assignee or their similar representative thereof.
- M. **RUNWAY:** A defined area on an airport prepared for landing and takeoff of aircraft along its length.
- N. **SOUND TRANSMISSION CLASS (STC):** A single number rating for describing sound transmission loss of a wall, partition, window or door.
- O. **STRUCTURE:** Any object constructed or installed by man, including but not limited to houses and commercial buildings, designed for human occupancy.

14.01B.040 Airport Noise Zones. Airport Noise Zones are hereby established as follows:

Airport Noise Zone	Ldn Values
2	60 to 70
3	Greater than 70

14.01B.050 Building Construction

All new structures and alterations to existing structures shall conform to the following minimum standard unless exempted in this ordinance.

- A. Airport Noise Zone 2 shall have a minimum 25 DBA noise level reduction. Noise level reduction is to be measured outdoor to indoor noise; and
- B. Airport Noise Zone 3 shall have a minimum 30 DBA noise level reduction. Noise level reduction is to be measured outdoor to indoor noise; or
- C. Where noise sensitive activities are carried on in only a portion of new or reconstructed commercial buildings only those areas judged noise sensitive by the Department need be protected.

All building permits in Airport Noise Zones 2 and 3 shall be reviewed for consistency with this section. If the Department determines that the building design does not meet the minimum standards of this chapter the permit shall not be issued. Applicants submitting building permits in Noise Zones 2 and 3 shall supply the following additional information with the permit:

- A. Details of air leakage control in the following locations
 - 1. Around windows and door frames;
 - 2. Openings between walls and foundations;
 - 3. Between sole plate and rough flooring;
 - 4. Penetrations through walls, floors or ceilings;
 - 5. Between wall panels at corners; and
 - 6. All other openings in building envelope.
- B. Construction details, STC ratings and assemblies of
 - 1. Exterior walls;
 - 2. Exterior windows;
 - 3. Exterior Doors
 - 4. Roofs;
 - 5. Ceilings
 - 6. Ventilation systems.

14.01B.060 Design Requirements

The criteria of these sections establish the minimum requirements for acoustic design of the exterior envelope of buildings and for HVAC systems and its parts. The provisions of this ordinance are not intended to prevent the use of any material, alternate design or method of construction not specifically prescribed by this ordinance. These requirements shall apply to all buildings for human occupancy in accordance with ICC 14.01B.050.

14.01B.070 Air Leakage for All Buildings

- A. The requirements of this section shall apply to the design of the exterior envelope of all buildings designed for human occupancy. The requirements of this section are not applicable to the separation of interior spaces from each other.
- B. The following locations shall be sealed, caulked, gasketed, or weather-stripped to limit or eliminate air leakage:
1. Exterior joints around windows and door frames between the window or door frame and the framing.
 2. Openings between walls and foundations.
 3. Between the wall sole plate and the rough flooring.
 4. Openings at penetrations of utility services through walls, floor, and ceilings.
 5. Between wall panels at corners.
 6. All other such openings in the building envelope.
- C. Through the wall, floor, or roof/ceiling penetrations not specifically addressed in these sections shall be designed to limit sound transmission and shall have the same average laboratory sound transmission classification as required for doors.

14.01B.080 Compliance – 25 Decibels

Compliance with Section 14.01B.080 “A” through “F” shall be deemed to meet requirements for a minimum noise level reduction (NLR) of 25 decibels.

A. Exterior Walls

1. Exterior walls, other than as described in this section, shall have a laboratory sound transmission class rating of at least STC- 30; or

- 0965
2. Masonry walls having a weight of at least 25 pounds per square foot do not require a furred (stud) interior wall. At least one surface of concrete block walls shall be plastered, or 5/8" GWB on furring.
 3. Stud walls shall be at least 4 inches in nominal depth and shall be finished on the outside with solid sheathing under an approved exterior wall finish.
 - a) Interior surface of the exterior walls shall be of gypsum board or plaster at least ½ inch thick, installed on the studs.
 - b) Continuous composition board, plywood or gypsum board sheathing at least ½ inch thick or equivalent shall cover the exterior side of the wall studs.
 - c) Sheathing panels shall be covered on the exterior with an approved "house wrap".
 - d) Insulation material at least R-13 shall be installed continuously throughout the cavity space behind the exterior sheathing and between wall studs. Insulation shall be glass fiber, mineral wool, or foam plastic.

B. Exterior Windows

1. Windows other than as described in this section shall have a laboratory sound transmission class rating of STC- 28 or windows shall be at least 3/16" thick.
2. All operable windows shall be weather-stripped and airtight when closed so as to conform to an air infiltration test not to exceed 0.5 cubic foot per minute per foot of crack length in accordance with ASTM E-283-65-T.
3. Glass shall be sealed in an airtight manner with a non-hardening sealant or a soft elastomer gasket or gasket tape.
4. The perimeter of window frames shall be sealed airtight to the exterior wall construction with a sealant conforming to one of the following Federal Specifications: TT-S-00227, TT-S-0230 or TT-S-00153.

C. Exterior Doors

1. Doors other than as described in this section shall have a laboratory sound transmission class rating of at least STC-26 or all exterior side-hinged doors shall be solid core wood or insulated hollow metal at least 1 ¾" thick and shall be fully weather-stripped.
2. Exterior sliding doors shall be weather-stripping with an efficient airtight gasket system with performance as specified in Section 14.01B.080.B.3. The glass in the sliding doors shall be at least 3/16" thick.

3. Glass, over two square feet in area, in doors shall be sealed in an airtight sealant or in a soft elastomer gasket or glazing tape.
4. The perimeter of door frames shall be sealed airtight to the exterior wall construction as described in Section 14.01B.080.B.5.

D. Roofs

1. Combined roof and ceiling construction other than described in this section and Section 14.01B.080.E shall have a laboratory sound transmission class rating of at least STC- 39 or with an attic or rafter space at least 6 inches deep, and with a ceiling below, the roof shall consist of ½ inch composition board, plywood or gypsum board sheathing topped by roofing as required.
2. Open beam roof construction shall follow the energy insulation standard method for batt insulation; a ventilated air space will be required.
3. Window or dome skylights shall have a laboratory sound transmission class rating of at least STC-33.

E. Ceilings

1. Gypsum board or plaster ceilings at least ½ inch thick shall be provided where required by Section 14.01B.080.D above. Ceilings shall be substantially airtight with a minimum of penetrations.
2. Glass fiber or mineral wool insulation, or foam plastic, at least R-19 shall be provided above the ceiling between joists.

F. Ventilation

1. A ventilation system shall be installed that will provide the minimum air circulation and fresh air supply requirements for various uses in occupied rooms without the need to open any windows, doors or other openings to the exterior.
2. The inlet and discharge openings shall be fitted with sheet metal transfer ducts of at least 26 gauge steel, which shall be lined with 1 inch thick coated glass fiber, and shall be at least five feet long with one 90 degree bend. Approved wall ports or ventilation integrated with the forced air heating system will be allowed.
3. Gravity vent openings in attics shall be as close to code minimum in number and size, as practical.
4. Bathroom, laundry and similar exhaust ducts connecting the interior space to the outdoors, shall contain at least a five foot length of internal sound-absorbing duct lining. Exhaust ducts less than five feet in length shall be fully lined and shall also

meet the provisions of Section 14.01B.070.C. Each duct shall be provided with a bend in the duct such that there is no direct line-of-sight through the duct from the venting cross-section. Duct lining shall be coated glass fiber duct liner at least 1 inch thick. Dryer vents and ducts from kitchen range hoods will be exempt.

5. All exhaust ducts shall be equipped with back draft dampers.
6. Fireplaces shall be provided with well fitted dampers and tightly fitting glass or metal doors.

14.01B.090 Compliance – 30 Decibels

Compliance with Section 14.01B.090 “A” through “F” shall be deemed to meet requirements for a minimum noise level reduction (NLR) of 30 decibels.

A. Exterior Walls

1. Exterior walls, other than as described in this section, shall have a laboratory sound transmission class rating of at least STC- 35 or Masonry walls having a weight of at least 40 pounds per square foot do not require a furred (stud) interior wall. At least one surface of concrete block walls shall be plastered, or 5/8” gypsum wall board (GWB) on furring.
2. Stud walls shall be at least 6 inches in nominal depth and shall be finished on the outside with solid sheathing under an approved exterior wall finish.
 - a. Interior surface of the exterior walls shall be of gypsum board or plaster at least ½ inch thick, installed on the studs.
 - b. Continuous composition board, plywood or gypsum board sheathing at least ½ inch thick or equivalent shall cover the exterior side of the wall studs.
 - c. Exterior sheathing panels shall be covered with an approved “house wrap”.
 - d. Insulation material at least R-19 shall be installed continuously throughout the cavity space behind the exterior sheathing and between wall studs. Insulation shall be glass fiber, mineral wool, or foam plastic.

B. Exterior Windows

1. Windows other than as described in this section shall have a laboratory sound transmission class rating of STC-33 or windows shall be double glazed with panes at least 1/8” thick. Panes of glass shall be separated by a minimum ½ inch sealed air space.

2. All openable windows shall be weather-stripped and airtight when closed so as to conform to an air infiltration test not to exceed 0.5 cubic foot per minute per foot of crack length in accordance with ASTM E-283-65-T.
3. Glass shall be sealed in an airtight manner with a non-hardening sealant or a soft elastomer gasket or gasket tape.
4. The perimeter of window frames shall be sealed airtight to the exterior wall construction with a sealant conforming to one of the following Federal Specifications: TT-S-00227, TT-S-0230 or TT-S-00153.

C. Exterior Doors

1. Doors other than as described in this section shall have a laboratory sound transmission class rating of at least STC- 33 or all exterior side-hinged doors shall be solid core wood or insulated hollow metal at least 1 3/4" thick and shall be fully weather-stripped.
2. Exterior sliding doors shall be weather-stripped with an efficient airtight gasket system with performance as specified in Section 14.01B.090.B.3. The glass in the sliding doors shall be at least 3/16" thick.
3. Glass, over two square feet in area, in doors shall be sealed in an airtight sealant or in a soft elastomer gasket or glazing tape.
4. The perimeter of door frames shall be sealed airtight to the exterior wall construction as described in Section 14.01B.090.B.5.

D. Roofs

1. Combined roof and ceiling construction other than described in this section and Section 14.01B.090.E shall have a laboratory sound transmission class rating of at least STC- 44 or with an attic or rafter space at least 6 inches deep, and with a ceiling below, the roof shall consist of 1/2 inch composition board, plywood or gypsum board sheathing topped by roofing as required.
2. Open beam roof construction shall follow the energy insulation standard method for batt insulation; a ventilated air space will be required.
3. Window or dome skylights shall have a laboratory sound transmission class rating of at least STC-33.

E. Ceilings

1. Gypsum board or plaster ceilings at least 5/8 inch thick shall be provided where required by Section 14.01B.090.D above. Ceilings shall be substantially airtight with a minimum of penetrations.

2. Glass fiber or mineral wool insulation, or foam plastic, at least R-19 shall be provided above the ceiling between joists.

F. Ventilation

1. A ventilation system shall be installed that will provide the minimum air circulation and fresh air supply requirements for various uses in occupied rooms without the need to open any windows, doors or other openings to the exterior.
2. The inlet and discharge openings shall be fitted with sheet metal transfer ducts of at least 26 gauge steel, which shall be lined with 1 inch thick coated glass fiber, and shall be at least five feet long with one 90 degree bend. Approved wall ports or ventilation integrated with the forced air heating system will be allowed.
3. Gravity vent openings in attics shall be as close to code minimum in number and size, as practical.
4. Bathroom, laundry and similar exhaust ducts connecting the interior space to the outdoors, shall contain at least a five foot length of internal sound-absorbing duct lining. Exhaust ducts less than five feet in length shall be fully lined and shall also meet the provisions of Section 14.01B.070.C. Each duct shall be provided with a bend in the duct such that there is no direct line-of-sight through the duct from the venting cross-section. Duct lining shall be coated glass fiber duct liner at least 1 inch thick. Dryer vents and ducts from kitchen range hoods will be exempt.
5. All exhaust ducts shall be equipped with back draft dampers.
6. Fireplaces shall be provided with well fitted dampers and tightly fitting glass or metal doors.

14.01B.100 Disclosure Statement

No person shall sell, lease, or offer for sale or lease any property within an Airport Noise Zone 2 or 3 unless the prospective buyer or lessee has been given notice substantially as follows: To: The Property at _____ is located within Airport Noise Zone 2 or 3 impacted area. Persons on the premises may be exposed to a significant noise level as a result of airport operations. Island County has placed certain restrictions of construction of property within airport noise zones. Before purchasing or leasing the above property, you should consult the Island County Noise Level Reduction Ordinance to determine the restrictions which have been placed on the subject property, if any.

14.01B.110 Existing Uses

- A. No provision of this ordinance shall require the removal, or change or alteration of any structure not conforming to these regulations when adopted or amended, or

otherwise interfere with the continuance of any nonconforming use, except as set forth herein.

- B. No nonconforming structure shall be increased in size without the addition conforming to the required noise level reduction.
- C. In the event that a nonconforming structure has been abandoned for a period of three (3) years or is more than eighty percent (80%) torn down, destroyed, deteriorated, or decayed, the structure or use shall not be resumed, repaired or reconstructed except in conformance with all applicable noise reduction regulations.
- D. Any change of use in the occupancy or use of a building previously not approved for human occupancy to human occupancy use or of one previously not used for sleeping purposes to sleeping use shall not be permitted unless the building, structure or portion of the building complies with this Chapter.

14.01B.120 Permits

No new structure may be constructed or established or any existing use or structure substantially changed or altered or repaired within the airport environs zone unless a building permit has been reviewed for its consistency with this Chapter.

14.01B.130 Variances

- A. Any person desiring to erect any structure, or increase the size of any structure, or otherwise use his property in violation of the regulations set forth herein may apply to the Island County Building Official for a variance from the Noise Level Reduction regulations in question.
- B. Such variances shall be allowed where a literal application of enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of regulations and this chapter. Provided, that any variance may be allowed subject to any reasonable conditions that the Building Official may deem necessary to effectuate the purposes of this ordinance.

14.01B.140 Limitation of Liability. This chapter is not intended to create any class of persons to be benefited or protected nor to create any reliance relationship between Island County and builders, building owners, landowners, land purchasers, their successors, occupants, or users of structures built with or without a building permit, or any other persons. This chapter is not intended to create any duty running in favor of particular persons. The obligation to comply with the provisions of this chapter is upon the property owner, builder and their agents. Acts or omissions to act by Island County, its officials or employees under this chapter shall not create any liability on the part of Island County or its officials or employees.

14.01B.150 Conflicting Regulations

In the event of conflict between any Building Code regulations and any other regulations applicable to the same property, the more stringent limitation or regulation shall govern and prevail.

14.01B.160 Severability

If any of the provisions of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect with the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

14.01B.170 Effective Date of Adoption

Upon approval of the Washington State Building Code Council, this Chapter shall be in full force and effect.¹

¹ *The Washington State Building Code Council approved Chapter 14.01B Noise Level Reduction Ordinance in a Public Hearing on November 26, 2002, at WestCoast SeaTac Hotel, SeaTac, Washington.*

Mike,

You and Jennifer keep passing off the disclosure deception as something over which the Navy has no control. I disagree, as would almost anyone. I doubt there is any entity that has more influence over Island County politics than the US Navy. It is ridiculous to say that the Navy is just another land owner. If the Navy had pointed out how misleading the 2002 Noise Disclosure was, instead of supporting and recommending it, full disclosure *would not have ceased* at that time. The Navy was a key presence at the meeting where the Ordinance was approved, indicated by the minutes.

Even without influence, the Navy could have been just another good citizen at that time and made all the difference. What do you suppose would have happened if the Base Commander went to realtors and said, "It hurts the Navy when you don't disclose and it hurts buyers, as well. Keep the 1992 Noise Disclosure," or gone to a Commissioners Meeting and recommend the 1992 Disclosure be kept. Or, what would have happened if he had gone to a Commissioners Meeting during the 2-minute period afforded any citizen and said, "Why did you let the NMLS write a misleading disclosure and make it the law?" Are you telling me the Navy would not have prevailed over the NMLS and the Commissioners? The issue is not whether you have influence; it is whether you will use it to protect citizens against the noise the Navy creates.

If everyone who purchased since 2002 had been given the disclosure that Jennifer Meyer sent me, representing it as the disclosure still given to buyers, I would not be living 382 feet from the jets flying over my home. My second choice house was far from the noise and crash zone, and we would have been so much happier there. Instead, basing our decision solely on view and price, without the information in the disclosure, we, like so many others, made a very bad decision.

It is difficult to move. The cost is easily \$30k, takes months, and we are 67 and 70. We actually bought a lot in Sandy Hook last summer and lined up a builder, but since we decided we won't lie about the noise to the next buyer like most everyone else is willing to do, we assume we won't be able to sell our house. Unlike the Navy, the County, realtors, and most other sellers, we won't pass on the problem on to the next buyer. There are 169 properties for sales in the noise zip code and many abandoned houses.

Each and every Navy representative should care about the impact the Navy has. Continuing to use full disclosure would not have hurt the Navy. But through intent or oversight, the home owners the Navy flies over are no longer informed. It is possible that some individual like yourself, without a lot of concern about warning buyers about the noise the Navy creates, did not check through the noise ordinance and see that the disclosure had been changed. The Navy has responsibility to guide toward disclosure, not contributing to removing it altogether. But without diligent individuals, no one is left to do the right thing.

People make up the Navy. Good things happen when people care and bad things happen when they don't. The Navy and home buyers would both benefit from full disclosure. It is easy to see who benefitted from no disclosure at all. Now, of course, with the need to disclose the 134 decibels at my house, 8 times louder than the 100 disclosed in 1992, any disclosure the County might draft is ludicrous. Yet you continue to pass this off as just one of those things the Navy has no control over.

In answer to your question about court rulings, see the US Supreme Court ruling *Causby vs. US* - <http://supreme.justia.com/cases/federal/us/328/256/case.html>. Search for "S00" to see where the 500 foot ruling was applied. I'm not an attorney, but since the Navy and the County seem to have no

Coupeville is also close to its home base, which maximizes meeting training requirements while keeping costs down. It is also located in an area with low density development, and has very little ambient light which allows us to closely replicate the way landings are conducted aboard ship at night.

I am unfamiliar with the Supreme Court ruling you are referring to.

You are certainly welcome to come to one of the Environmental Impact Study meetings that will be held December 3, at Coupeville High School, December 4 at Oak Harbor High School, or December 5 at the middle school in Anacortes to discuss your concerns with subject matter experts. All of those events start at 4 p.m. each day. There will be people there who can discuss noise measurements, operations and several other aspects of the EA-18G Growler.

Mike

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

From: (b)(6)

Sent: Friday, November 22, 2013 12:47 PM

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

Cc: Meyer, Jennifer S CIV NAVFAC NW, AM; Jill Johnson; Helen Price Johnson; Kelly Emerson; mayor@townofcoupeville.org; Mayor Scott Dudley

Subject: RE: Altitude of Jets

Mike,

My Android application says we are at 153 feet above sea level, plus another 15 to the top of my roof. So, 550 minus 168 leaves 382. I would appreciate you not estimating the distance and the altitude at my location, because at your current approximation, the jets are only 382 feet above my roof, and that leaves little in the way of margin for error for pilots in training in a plane like a Growler. The Supreme Court has determined "takings" of properties at altitudes under 500 feet, showing sympathy for issues like altitude and noise, but the OLF Coupeville is considered so important that complaints of low altitudes and non-disclosure of noise are routinely ignored by the Navy and Island County. It is hard to imagine that the success of the United State Navy, part of the mightiest military that ever existed, could be in jeopardy over this one little airstrip on Whidbey Island.

My original question was how high over my house do they fly, and since the approach is probably not perfect for each landing, what is the lowest they might occasionally fly? As we see them through our skylight, screaming over at 134+ decibels which is 8 times louder than the 100+ decibels disclosed in 1992 disclosure, they seem lower than 382 feet.

(b)(6)

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

From: Welding, Mike T CIV NAS Whidbey Is, N01P [mailto:michael.welding@navy.mil]

Sent: Friday, November 22, 2013 10:49 AM

To: (b)(6)

Subject: RE: Altitude of Jets

Status of the Noise Disclosure

The status of the Island County Noise Disclosure is central to the conflict that exists in Island County today. It is important that this conflict is resolved for several very important reasons:

1. It appears that the 1992 Noise Disclosure was stripped of all information buyers needed in order to make an informed decision and that the 2002 Noise Disclosure is intentionally misleading. Most people, including Island County Commissioners, the Navy, and the County Prosecutor's Office are unclear regarding the status of the Noise Disclosure. Even people who signed it don't know what they signed.
2. The myth that "people were told and they should stop complaining or move" has escalated the conflict over the OLF. OLF supporters are empowered because they think buyers are responsible for their own bad decision and therefore have no reason to complain, and are not deserving of any sympathy.
3. Buyers were hurt because they were deprived of a choice they would have made if they had been told about the noise. They continue to be hurt because they are harassed by people who blame them for complaining and they are ignored by government.

Disclosure Stripped in 2002

The Intent of the 2002 Disclosure

The stated intent of the Island County Noise Ordinance which contains the disclosure is:

The Island County Comprehensive Plan identifies and values our Airport resources for the substantial economic and transportation value they provide. *We also acknowledge that lands surrounding our more heavily utilized facilities need to be afforded additional protection. The Noise Level Reduction Ordinance is intended to:*

- Increase the compatibility of these facilities with surrounding Residential and Commercial uses by lowering internal noise levels within structures; and
- *Protect the public health, safety and general welfare by providing for the full disclosure of the noise associated with the operation of aircraft.*

Comparison of the 1992 and 2002 Noise Disclosures

The 1992 Noise Disclosure was written to fully disclose noise. It contained important information including:

- an attached map
- "airport" is described as a tactical military jet aircraft facility
- significant jet aircraft noise will be routine in areas of the fields

- noise is not necessarily confined to the zones on the map
- noise generated may exceed 100 decibels

The 2002 Noise Disclosure used by real estate offices is titled, "Island County, Washington – Airport and Aircraft Operations Noise Disclosure." I have attached it. It would offer no cause for alarm when buying a property for anyone who had not spent time under the jets, especially out of town buyers. This is all it "discloses":

- It states there are Noise Zones and significant *airport noise*. People have been in and around airports. The noise they have experienced is very different from Growlers flying overhead.
- It says there are restrictions on building. People are generally buying, not building.
- It says to consult the Island County Noise Level Reduction Ordinance to determine the restrictions on building, if any. Again, they are likely not building.

For all home buyers since 2002, this disclosure is intentionally misleading. The only people who seem to know it is in use, also know it is misleading - all island county realtors and the NMLS. They do not want to change it.

The Result of the Change is Confusion

I have pointed out the deception to County Commissioners and the Navy, with clear instruction on how to look up the disclosures and check with realtors. I have been ignored by all of the Commissioners, except Helen Price-Johnson. I challenged her on a comment she made to another citizen who had shown her the disclosure she had signed. Commissioner Price-Johnson said there was more to the disclosure than the "brief blurb," but, unfortunately, there isn't. She said she was checking into it through the Prosecutor's Office. When communicating with the Navy, Jennifer Meyer emailed me a copy of the 1992 Disclosure to demonstrate that it contained a lot of useful information. It would, if it was given to buyers.

Through my conversation with Patty Weitzer and from an email from Commissioner Helen Price-Johnson, it appears there is some question about whether the 2002 noise disclosure exists for builders only, and the 1992 version is somehow still in effect for buyers. If so, the first sentence of the 2002 version is confusing. It says, "*No person shall sell, lease, or offer for sale or lease any property within...*"

"Property" is probably too broad for use as a legal term here, but it certainly includes houses. This statement is not exclusively intended to inform builders; it is intended to inform owners of any property, and the disclosure that follows is the one used by every realtor on Whidbey Island today. It was written for realtors, by realtor attorneys. It is inconceivable why the County allowed them to write it and then incorporated it into the law. Conflict of interest should have been prevented. Realtors believe it is now available for them to use even though the disclosure discloses close to nothing.

Since the intent of the disclosure was obviously not to disclose, it leaves those who have been hurt to wonder why they would be seemingly intentionally deceived. It now should become the subject for investigation by the Prosecutor's Office and/or the Attorney General's Office because of the number of

people it has harmed and those that will continue to be harmed. This disclosure steals the opportunity a buyer should have to make a home buying decision based on noise as a critical factor. Without the information they need, tempted by views and low prices, they can easily get stuck where the jets fly. As a group, they will be motivated to sell more quickly than if they bought somewhere else, and realtors sell the same group of homes more often.

It is easy to verify which disclosure is in use by going to any real estate office and asking to see signed copies of noise disclosures since 2002. If they should have been using the 1992 version, it is hard to imagine why the NMLS attorneys wrote and copyrighted the 2002 version, as shown at the top right corner of each disclosure. If the NMLS attorneys made a mistake in presenting it as law to the real estate community for their use, it poses a huge problem. It should pose an even bigger problem for realtors who use it to avoid liability. I'm sure they claim it is based on Island County law, the law that they wrote.

The Myth has Escalated the Problem

Most of Island County fiercely defends its most important economic asset, the NASWI. We can all be truly proud of the Navy. Partly because of the myth that "buyers were told," the conflict has escalated and has become very mean-spirited. It will probably get even worse when the jets fly again in January. Everyone is speculating about the purpose of the cement barriers stacked at the OLF Coupeville, thinking they may be intended to protect the field. The real purpose of the barriers is probably benign, but the conflict has grown to the point where people wonder.

The conflict is based on the lie that all buyers received full disclosure. Here is one version of the lie, an on-line petition signed by 1600 people:

"Where a group of agitating, encroaching, litigating Americans in the Citizens of Ebeys Reserve has sued the US Navy over OLF Coupeville (KNRA, America's OLF) AFTER being required since 1992 in Island County Code to sign at the point of sale noise disclosure forms noting the presence of a military jet soundtrack . . . we have a message for you:"

There are others with the same message.

If Pro OLF people were not basing their actions on this lie, it is likely there would be fewer petition signatures, T-shirts purchased, signs posted bumper stickers affixed, taunts thrown, citizens ignored by government, people discriminated against, businesses boycotted, property vandalized, and County Resolutions presented. Even Patty in your office, uninformed about the disclosure deception, at first dismissed much of what I had to say when I was explaining the problem. Anyone with character would pause before attacking people trapped under the jets who were fooled, not warned.

Pro-OLF supporters can fear the loss of income and want to protect the military. Emotions can result in edgy people doing things they might not otherwise do if they were not empowered by the accusation that "whiners" are to blame for their own distress. The myth fuels the conflict, and it could get dangerous.

The Close OLF people, already distressed by the noise, are finding out about the deception. Their anger and frustration can be fueled, as well. Some have blamed themselves for years because they never really looked at what they signed and now they are finding out.

Buyers Were Hurt

It is easy to be deceived by the disclosure. Many people have driven through our beautiful island and, when they retired, got on the Internet to check houses. On Whidbey, they find great homes with great views and low prices in the Noise Zones, but can be completely unaware of the noise. They may have no experience with military installations, and if the jets aren't flying, they won't see or hear them. Many are intelligent, responsible, diligent buyers trying to make a good decision. They are nice people that needed the help that was provided in the 1992 disclosure, alerting them to buy elsewhere. The health problems they will face in the future is another subject altogether. There is no question that their lives are affected negatively and they should have been told.

Property sales have dropped, hurting these buyers even more. The number of homes sold in the 98239 area code has dropped since 2008 as the number of jet flights has increased. Over the same period, Langley and Freeland have seen a trend upward in homes sold. As the EIS progresses and there are more people complaining about the noise in more public ways, property sales will decline further. It is difficult to do an Internet search on Whidbey Island real estate without uncovering the truth of the harm to the real estate market.

Conclusion

Truth is the best protection for future home buyers, for the County, and for the Navy. The best way to protect the NASWI was full disclosure. That is the purpose of the AICUZ and the stated purpose of the Island County Noise Disclosure. The EPA, FAA, and DOD all give recommendations of how to "fully disclose the full extent of the noise." Those recommendations were not followed here. Unfortunately, the Navy Liaison at the time, Rick Melass, supported and recommended the 2002 Ordinance which contained the Disclosure. Commissioner Mac McDowell was in the County leadership role for the adoption of the Ordinance at the August 12, 2002 Commissioners Meeting.

The bigger problem now is how to protect the home owners who were deceived and hurt and still provide disclosure that informs future buyers of the full extent of the noise. This is a problem for the County, the Navy, and island realtors to solve. I can't imagine a humane solution now that the damage has been done.

There are 169 properties currently for sale in the 98239 zip code. Many of them are lower priced, larger, and have better views than similar properties on the island. If the buyers considering them are not told about the jet noise, they won't be able to weigh their options. Without information, they may decide against the normal, quiet lifestyle they could have had, and get stuck with disaster instead. They will have no opportunity to hear the Growlers until January. In the meantime, these properties are easier for a realtor to sell because they look like a really good deal. Most of realtors may, on their own, fully disclose the full extent of the noise; but others might really need the sale and use only the

misleading disclosure. All of the realtors showing the properties will give people making an offer the disclosure that Helen Price-Johnson called "the brief blurb." The NMLS attorneys wrote it and a realtor will probably present it for signature today. More people will continue to make the worst decision of their lives and be horrified in January.

Please make determining the legal status of the disclosure a priority. Then, the parties concerned can decide what to do next to protect the military and the citizens of Island County. I trust the Prosecutor's office will be objective, despite tremendous pressure from both sides of the OLF conflict. I was glad to see what must be a part of the mission statement for Island County Prosecutor, Greg Banks: *"For this reason, we must have assurance that those who would wield this power will be guided solely by their sense of public responsibility for the attainment of justice."*

0965

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensofthebeysreserve2@gmail.com
Subject: COMMENTS REGARDING WHIDBEY OLF NOISE
Date: Tuesday, November 26, 2013 13:48:34
Attachments: [Screen Shot 2013-11-26 at 12.34.03 PM.pdf](#)

Please read the attachment:

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

To the Navy: WhidbeyEIS@navy.mil

Copy to: citizensofthecheyreserye2@gmail.com

From: (b)(6), COUPEVILLE, WA 98239

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

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

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

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

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

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

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

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

O T H E R C O M M E N T S :

0966

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensofthebeysreserve2@gmail.com
Subject: growler jets
Date: Tuesday, November 26, 2013 11:48:40
Attachments: [OLE.rtf](#)

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

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

From: (b)(6) _____

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

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

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OTHER

COMMENTS:

0967

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: citizensoftheebeyreserve2@gmail.com
Date: Tuesday, November 26, 2013 14:21:11

ColiMy wife and I have lived on Windrose dr. since 1998....The jets were not a problem, up until the newer EA-18G's started flying. We can't sleep and night when they fly..... They are NOT bearable, with regards to there noise level. We WILL move if flights resume next year. I was hoping to retire on the island, but will not do that if the jets keep flying overhead. Ft. Casey was closed as it became outdated. The OLF field has become outdated as well. Please fly elsewhereIt's a big country and there is no reason why you all can't fly someplace else....Sincerely, (b)(6)

(b)(6)

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

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>>

Copy to: citizensoftheebeyreserve2@gmail.com <<mailto:citizensoftheebeyreserve2@gmail.com>>

From: _____

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populated areas.

OTHER COMMENTS:

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Mailing list for EIS
Date: Thursday, September 12, 2013 0:04:29

To whom it may concern:

Please include me on the Navy's mailing list for the EIS.

(b)(6)

Coupeville, WA 98239

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS
Date: Thursday, September 19, 2013 17:33:48

Dear Sirs,

This is a request to be added to the mailing list for EIS. As for receiving a CD copy of the Draft EIS I do not need it. If the report can be downloaded it would be nice to have the address for it.

As a point of interest I have no issues with the fly at OLF having spent 30 years in the Navy I kind of have a handle on what it is all about.

(b)(6)

Coupeville, WA 98239-4041

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA-18G "Growler" EIS
Date: Tuesday, November 26, 2013 11:46:35

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

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

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

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

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

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

PERSONAL NOTE: I have developed a moderate hearing loss over the 13 years I've lived in Admiral's Cove, directly attributable to Flight Training at Coupeville OLF.

(b)(6)

Coupeville, WA 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: (b)(6)
Subject: NAS Whidbey Island EA-18G EIS
Date: Tuesday, November 26, 2013 16:53:53

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

Will you please include me on your mailing list and email list for the NAS Whidbey Island EA-18G EIS Project? I would like to receive a copy of the Draft EIS once it is prepared and any other information available to the public regarding this EIS project. My email and mailing addresses are listed below.

Thank you,

(b)(6)

(b)(6)

(b)(6)

Oak Harbor, WA 98277-6250

(b)(6)

From: (b)(6)
To: judy@gremmel.com; "Mayor Scott Dudley"
Cc: [Jill Johnson](mailto:Jill.Johnson@navy.mil); [Meyer, Jennifer S](mailto:Meyer.Jennifer.S@navy.mil) CIV NAVFAC NW, AM: NASWI@navy.mil; [Welding, Mike T](mailto:Welding.Mike.T@navy.mil) CIV NAS Whidbey Is, N01P; mayor@townofcoupeville.org; [Janis Reid](mailto:Janis.Reid@navy.mil); [Michael and Jane Monson](mailto:Michael.and.Jane.Monson@navy.mil); NAVFAC LANT VAO ops EIS; [Walker, Darryl L](mailto:Walker.Darryl.L@navy.mil) CAPT CVWP, Deputy N01; [Nortier, Michael K](mailto:Nortier.Michael.K@navy.mil) CAPT CO NAS Whidbey Is, N00; thizon@oakharbor.org; [Keven Graves](mailto:Keven.Graves@navy.mil); growlernoise@gmail.com; [Helen Price Johnson](mailto:Helen.Price.Johnson@navy.mil)
Subject: RE: Disclosure Deception
Date: Saturday, November 23, 2013 16:56:31
Attachments: [image001.emz](#)
[image002.png](#)

Good Afternoon;

This is (b)(6) I am attempting to reply to a somewhat erroneous transmission I received via a simple public records request. Since these allegations have been transmitted widely and are part of the public record, let me clear the air. Yes, be careful what you e-mail your public officials – it's public record.

The pro-OLF petition Mrs. Gremmel mentions <http://www.ipetitions.com/petition/save-olf/> and then smears is mine and has significantly more signatures than the anti-OLF petition http://petitions.moveon.org/sign/citizens-group-to-take?source=c.fvd&r_by=1538397 . I stand behind it. So do the patriots who signed demanding our pilots have a safe area to train their carrier landings – and that is currently OLF Coupeville. However, I just learned last night there is a Yakima Training Field that could be renovated for Field Carrier Landing Practice (FCLP) operations <http://www.growlernoise.com/2013/11/a-carrier-air-wing-based-in-washington.html> and support the EA-18G EIS Scoping to include costing of this field as an alternative – albeit unlikely – to eminent domain. I get very well what is happening to Coupeville, and this patriot also gets the KA-CHING of an eminent domain bill or litigation settlement that is inbound to We the People. As an American taxpayer who's thoroughly enjoyed OLF Coupeville, I have a right to speak up on OLF Coupeville issues and make sure we protect America's Navy and after that America's wallets.

Now as you may recall on 3 November I published a lengthy editorial on the noise disclosure issue <http://www.growlernoise.com/2013/11/Sunday-Editorial-Wind-the-Clock.html> on GrowlerNoise.com in which I said in part, "back in the last recession in 2002, the noise disclosure statement was changed to a more wimpy version, one that muddled the audiological issues of OLF Coupeville." I also believe "significant noise level" is barely disclosure, but not strong enough apparently due to recent anecdotal evidence. Furthermore as I wrote then, "I also understand why COER is making this personal <http://citizensofebeyreserve.com/blog/?p=937> - it's their members' homes, their members' major investment and not all airports are equal."

So yes, there's been disclosure. But that disclosure can be better and I resent my fellow patriots and I being called liars on public record for noting recently there was disclosure but demanding better now.

At least COER members both on their blog and in public record e-mails (that any citizen can access) understand the hit to their property value of an improved noise disclosure. I appreciate and commend their integrity.

Finally, I want to be clear I don't intend to give COER very many quarters as long as Ken the Prickard is their

President... and having one of their members call me a liar on public record really just fuels the incivility around this issue as much as one OLFer's recent outburst I had to publicly apologize for. Especially when the petition I drew up was an attempt to protect our troops plus have an EIS to find pathways to understanding if not healing. However that's very difficult when we have Incivility started and ignited by a monster who has said these despicable words as COER President in Ken Pickard:

· "the oozing of pork grease at NASWI on paydays twice a month
<<http://www.scribd.com/doc/167562159/2013-05-15-More-Thoughts-From-Slovenia-Another-Ken-Pickard-Rant>> "

· "It is time for you "representatives" to get some balls and take the death machine on on this issue, quit licking their jackboots! Buck up! You know it is wrong for the military to abuse us with this toxic noise that is ruining our lives and property values, so act in accordance with what you know to be true instead of like worried, timid leaders, afraid of the military, afraid of losing the federal pork it delivers here on pay days." (SOURCE
<<http://www.whidbeynewstimes.com/news/225826091.html>>)

· "The NAS base keeps the island dysfunctional <<http://www.scribd.com/doc/140499652/Ken-Pickard-Commentary-the-whole-thread#page=2>> "

· "Close the Base <<http://www.scribd.com/doc/140498642/Ken-Pickard-s-Infamous-Close-the-Base-Comments>> "

Now said cowardly monster is using COER members as pawns, knights and bishops to further a dangerous agenda that threatens the safety of the US Navy community and endangers Whidbey's economy. But I feel we pro-Navy voices don't need to stoop to Pickard's level. In fact, I submitted very early this morning a letter to the Whidbey Examiner Editor that said in part, "Finally to my fellow supporters of the Navy community: I request my fellow patriots and I to go downrange to support, not to provoke. For us Navy boosters will attend to support the US Navy, whose sweet sounds of EA-18Gs protect our shared freedoms to petition for redress of grievances and speak out." See we're not all bad people... and it would only be to COER's benefit to hold a vote on firing Ken Pickard for his inappropriate and inflammatory repeated public statements contradicting the COER claimed mission of being pro-Navy but anti-OLF Coupeville. It's a contradiction I need to bring up whenever a COER member speaks until they resolve this problem, folks.

Mrs. Gremmel, finally on a personal level: I resent you lying about me on public record one bit when I'm working to improve the noise disclosures and would appreciate much a public apology by hitting "Reply All" please. That said, I too hold the grievance that the Navy could advocate for more public disclosure – continuing such by advocating for a better noise disclosure and opening up its community relations meetings to the media such as the Whidbey News-Times and bloggers as will happen in December. I also cannot make clear enough to anybody who'll listen <<http://www.growlernoise.com/2013/10/sunday-editorial-be-polite-but-be-bold.html>> that I don't approve of the hooliganism in the defense of OLF Coupeville – strident propagation of the ground truths against COER's pawns, knights and bishops are the best defense the VAQ Wing has.

Very sincerely yours;

(b)(6)

growlernoise@gmail.com

P.S. State Senator Barbara Bailey even went on TVW <http://tvw.org/index.php?option=com_tvwplayer&eventID=2013110075#start=1485&stop=1605> calling the “encroachment” issue on Whidbey a “strong problem” the other day. Thought you’d want to know.

From: (b)(6)
Sent: Tuesday, November 19, 2013 11:46 AM
To: Mayor Scott Dudley
Cc: Jill Johnson; Helen Price Johnson; zz district3; Meyer, Jennifer S CIV NAVFAC NW, AM; NASWI@navy.mil; michael.welding@navy.mil; mayor@townofcoupeville.org
Subject: Disclosure Deception

Dear Mayor Dudley,

Oak Harbor, as a community, fiercely defends its most important asset, the NASWI. The conflict has escalated and is sometimes very mean-spirited. It will probably get even worse when the jets fly again in January. Everyone is speculating on the purpose of the cement barriers stacked around the OLF Coupeville, thinking they may be intended to protect the field. The real purpose of the barriers is probably benign, but the conflict has grown to the point where people wonder.

Much of the conflict is based on a lie. The source of the lie is the Island County Noise Disclosure, the very same disclosure required by the City of Oak Harbor.

What is the lie? The lie is that buyers under the jet path who complain about the noise “were warned, so they should shut up or move.” Here is one version of the lie used as the header of an on-line petition that has been signed by 1,600 people:

The petition is still posted, even though the petition creator knows that these Americans, since 2002, were not warned at all, and has said so on many occasions.

If people were not basing their actions on this lie, it is likely there would be fewer petition signatures, T-shirts purchased, signs posted, bumper stickers affixed, taunts thrown, citizens ignored by government, people discriminated against, businesses boycotted, property vandalized, and even resolutions presented. Anyone with character would certainly have paused before attacking people trapped under the jets who were fooled, not warned.

The truth is that the intention of the writers of the disclosure was obviously not to disclose anything, even though the stated intention of the Ordinance in which the disclosure was included was to fully disclose.

In my earlier email to Commissioner Helen Price-Johnson which I copied to you, I described how to discover for yourself the history of the trashing of the 1992 noise disclosure. But even easier, go to any real estate office and ask to see their copies of signed disclosures, or ask anyone who bought after 2002. Compare it with the 1992 Island County Noise Disclosure and you'll see what happened at the Aug 12, 2002 Island County Commissioner's Meeting.

I understand that you believe in a "safe, secure city that is governed by an open, fiscally responsible government, making Oak Harbor a city we are proud to call Home." No one can be proud of a city where buyers are misled about the noise problem and other citizens harasses them wrongfully, often gleefully, and not set straight by community leaders.

I am sure that you want the citizens of Oak Harbor to be aware of the myth of the noise disclosure. People do buy homes who really do not know about the noise. It is common. Buyers shop the Internet. They find what they think are great deals in Coupeville. They might fly into Seattle and drive to Coupeville to look, and never see the OLF. They should do a lot of things; but they should be told and they are not. There is no disclosure. They are not responsible for making the mistake of choosing a house with jet noise because they were not told, instead of choosing one with no jets if they had. They were tricked. They don't like the noise or the deception. Of course they complain.

A lot happens in Oak Harbor directed at people who were not told. People are afraid of losing their jobs, want to protect the military, and can go overboard. Much of their excess is based on this lie and it could get dangerous. Fear of the loss of a job creates all kinds of emotions and the lie can empower edgy people to do things they might not otherwise do if they knew the truth. The lie fuels the conflict.

The truth is often the best protection. The best way to protect the NASWI is full disclosure. That is the purpose of the AICUZ, and the stated purpose of the Noise Disclosure. The EPA, FAA, and DOD all give recommendations for how to do it. That did not happen here. This deception now puts the Navy in the difficult position of flying over

homes again in January where no disclosure has been given since 2002. Unfortunately, the Navy Liaison at the 2002 meeting recommended and approved the Ordinance that contained the disclosure that buyers sign today. The Navy usually takes a leadership role around military installations to prevent buyer's remorse in communities surrounding them. But again, it did not happen here.

Fixing the lie would not be difficult. It could involve writing articles, council meeting statements, explaining the disclosure deception to leaders in organizations, and more. The lie can be dispelled. Fixing the disclosure without harming property owners is another thing, altogether.

Please provide leadership in what to do about the disclosure in Oak Harbor and Island County. Please provide leadership that will change the harassment of citizens suffering under the jet path. Please determine how your leadership can best protect your community and the presence of the United States Navy in an "open, fiscally responsible way." My prayers are with you as you deal with this very difficult situation - one that you didn't create, but one that must be fixed.

Sincerely,

(b)(6)

Vertical column of stylized Chinese characters, likely a title or header.

Vertical column of stylized Chinese characters, likely a title or header.

Vertical column of stylized Chinese characters, likely a title or header.

Vertical column of stylized Chinese characters, likely a title or header.

From: (b)(6)
To: growlernoise@gmail.com
Subject: NEWSTIP: Whidbey EIS website on the EA-18G Growlers is live
Date: Friday, November 22, 2013 16:45:33

(b)(6) here. <http://WhidbeyEIS.com> and one of the pictures on the US Navy website is this proud civilian patriot's. J DISCLAIMER: The comments below are solely (b)(6) of <http://GrowlerNoise.com> and do not represent anybody else or anyone in public service or any nonprofit group.

Now that I can let rip: Yes, our superheroic United States Navy is going to do an EIS of EA-18G Growler flight ops at NAS Whidbey Island and especially Outlying Field Coupeville (OLF Coupeville) – the latter is where Field Carrier Landing Practices (FCLPs) occur. Scoping meetings for the EIS are below:

Tuesday, December 3, 2013
 4:00 p.m. to 8:00 p.m.
 Coupeville High School Commons Area
 501 South Main Street
 Coupeville, WA 98239

Wednesday, December 4, 2013
 4:00 p.m. to 8:00 p.m.
 Oak Harbor High School Student Union Building
 1 Wildcat Way
 Oak Harbor, WA 98277

Thursday, December 5, 2013
 4:00 p.m. to 8:00 p.m.
 Anacortes Middle School Cafeteria
 2202 M Avenue
 Anacortes, WA 98221

Main items of concern are land use issues, EA-18G noise and how many FCLPs (aka touches and goes) will occur at OLF Coupeville. It's the US Navy-Oak Harbor Navy League standing together against this group called Citizens of the Ebey's Reserve (COER) whose President is Ken "The NAS base keeps the island dysfunctional <<http://www.scribd.com/doc/140499652/Ken-Pickard-Commentary-the-whole-thread#page=2>> " Pickard, Ken "the oozing of pork grease at NASWI on paydays twice a month <<http://www.scribd.com/doc/167562159/2013-05-15-More-Thoughts-From-Slovenia-Another-Ken-Pickard-Rant>> " Pickard and Ken "Close the Base <<http://www.scribd.com/doc/140498642/Ken-Pickard-s-Infamous-Close-the-Base-Comments>> " Pickard. The Whidbey News-Times took a GrowlerNoise.com tip <<http://www.growlernoise.com/2013/09/PorkGrease.html>> to publish an expose <<http://www.whidbeynewstimes.com/news/225826091.html>> currently nominated for a Washington Coalition for an Open Gov't Key Award by me <<http://www.growlernoise.com/2013/10/the-key-award.html>> .

So when you interview COER spokespeople mainstream media, you now know who you're dealing with. The sources of these statements are on Scribd because I have some time & respect for COER plus I don't care for

smears. Also worth remembering – as documented on GrowlerNoise.com

<<http://www.growlernoise.com/2013/10/sound-familiar.html>> is the predecessor to COER claimed being pro-Navy and then in 1991 testified at the BRAC hearing to close NAS Whidbey Island after denying that was the predecessor's intent. So yes, most of us are pulling alert in fully loaded and fueled jets ready to fly sorties out here so the REAL heroes in Nomex “come home to us” and we keep NAS Whidbey Island here. 1991 BRAC happened and the more you study this history behind that 1991 effort to close NAS Whidbey Island by BRAC and WISE, the more similarities you'll see here.

BTW, while the anti-NAS Whidbey petition has 1,349 signs <http://petitions.moveon.org/sign/citizens-group-to-take?source=c.fwd&r_by=1538397> and some of them are spammy plus were exposed by the controversial provocateurs of Island Politics <<http://www.islandpolitics.org/?p=7525>> – almost 5,000 patriots signed a written pro-OLF Coupeville petition by Mac McDowell and the online pro-OLF Coupeville version had over 1,600. The somewhat complimentary online version <<http://www.ipetitions.com/petition/save-olf/>> – mine – even supported an EIS so we could get for the general public and COER an explanation from the Navy of the need for the OLF, what alternatives would look like and looking into mitigation strategies.

I also at this point need to bring to your attention that the US Navy's most recent previous Admiral for Navy Region Northwest – Rear Admiral Mark Rich – did state on public record, “Admiral Rich also stated that the Coupeville OLF is one of the best in the Navy-close distance to the main base and relatively low density around the airfield. He also stated that it would be exceptionally challenging to acquire a new OLF both financially and environmentally. Additionally, it would take a very long time, likely over 10 years (mid 2020s).” The source doc is posted to <http://www.scribd.com/doc/164274197/2013-05-13-Whidbey-Mtg-Notes-See-Bottom-of-Page-2>, see the bottom of page 2. The US Navy also produced a fact sheet on why OLF Coupeville: <http://www.scribd.com/doc/165042978/NAS-Whidbey-Island-FCLP-Field-Carrier-Landing-Practice-Fact-Sheet>.

Now a bit about that unpleasant subject called me – I'm just one of those feisty patriots at the tip of the sword, fighting to save OLF Coupeville and keep our troops safe and I run GrowlerNoise.com. I'm disabled – have a bad left eye, a bad back, PTSD and Asperger's so Naval Service is out for me. But here I am, riding buses for 2+ hours and counting on my right eye to serve our Naval Services in NAS Whidbey Island's greatest hour of need since 1991. It's up to me to help lead the operations to save OLF Coupeville, I get that and we're going to win. Why? Because those of us that are pro-EA-18G are pro-Navy, pro-America and some of us support compensation either in mitigation or eminent domain to wind the clock back of decades of arguably bad Island County Government land use policies. We're Americans and that means we respect each other, but demand respect for our military and first responders.

BTW for those in the media, I have HD Video of EA-18G flight ops at OLF Coupeville straight from my Lumix FZ40 digital camera. Happy to share at <https://www.dropbox.com/sh/sqmigtysc12tk23/1f3GZgODsB>, just make sure to right-click and hit “Save Link As”. Don't want you guys making a faux pas with the free world watching as one of you outlets – I won't name names – used F/A-18F footage instead of EA-18G footage*.

As far as still photos, just hit reply and I'll see what “Growler Joe” can do. I run <http://Flickr.com/avgeekjoe> as well.

As far as interview requests, please remember I speak only for me. Also again I take buses so some advance planning is necessary (24 hours preferably) UNLESS you're coming to a scoping meeting and obviously I'll find

you.

Thanks much;

(b)(6)

*To help you identify growling EA-18Gs, go here:

<http://www.flickr.com/photos/avgeekjoe/sets/72157626690831691/with/10568619054/>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: (b)(6)
Subject: Press release e-mail list
Date: Thursday, November 14, 2013 5:10:36

Lt Lauren Cole, Mike;

Plz put me on.

(b)(6)



P.S. Squadron Spirit is here: <https://www.facebook.com/squadronspirit>, (b)(6), Oak Harbor, Washington, just past the Langley gate

From: (b)(6)
To: [Welding, Mike T CIV NAS Whidbey Is. N01P](#); [NAVFAC LANT VAO ops EIS](#); [Jill Johnson](#); [Helen Price Johnson](#); jreid@whidbeynewsgroup.com
Cc: growlernoise@gmail.com
Subject: My photos from the 13 November 2013 P-8A MMA SEIS Meeting
Date: Thursday, November 14, 2013 3:57:28

Here's the 7 day dropbox link: <https://www.dropbox.com/sh/1tox3lh49m9dts/iQNwTiNDrY?n=236226052>

You do not need a dropbox account to see & download the pictures. In the upper right corner is a blue box w/ white text that says "Download". Click that box and hit "Download as .zip" to get one .zip file of 'em all.

If not for the zip feature, I'd just refer you to my Flickr site which will – unlike the 7-day dropbox link – be permanent at <http://www.flickr.com/photos/avgeekjoe/sets/72157637655549604/>

Please share these links as appropriate. They aren't the best photos but at least they're out there for the public to enjoy.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [Welding, Mike T CIV NAS Whidbey Is, N01P; growlernoise@gmail.com](#)
Subject: EA-18G EIS Mailing List Request
Date: Thursday, September 05, 2013 14:38:23

5 September 2013

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

Naval Facilities Engineering Command (NAVFAC) Atlantic

6506 Hampton Blvd

Norfolk, VA 23508

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 <<http://www.flickr.com/photos/avgeekjoe/sets/72157626690831691/>> and EA-6B <<http://www.flickr.com/photos/avgeekjoe/sets/72157627212240396/>> 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)

(b)(6)

Sedro-Woolley, WA 98284

United States of America

(b)(6)

From: (b)(6)
To: [Welding, Mike T CIV NAS Whidbey Is, N01P; NAVFAC LANT VAQ ops EIS](#)
Subject: FW: [Military_Jet_Noise_Exposure_and_Children's_Health_Information_Final.pdf](#)
Date: Wednesday, November 20, 2013 23:42:25
Attachments: [Untitled_attachment_00056.pdf](#)
Importance: High

Please make sure the handout from yesterday's "Jet Noise and Your Health" gets to the right people.

I am not commenting at this time on the validity of the data, just passing it from COER on to the Navy EIS team so nobody gets ambushed.

I've also been asked not to post it online until Sunday due to Janis Reid having a scoop on this, which I respect... so I can get more COER data through a side door marked "MEDIA"

(b)(6)

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

From: (b)(6) (b)
Sent: Wednesday, November 20, 2013 8:37 PM)
To: (b)(6) ()
Subject: (6)
 Military_Jet_Noise_Exposure_and_Children's_Health_Information_Final.pdf)



Military Jet Noise Exposure and Children's Health Information Sheet

1. What are the touch and go landing practice noise levels (L)?

JGL Acoustics measured outdoor noise at four locations on Whidbey Island on May 7, 2013, during four military jet practice sessions. The noise levels measured and average daily predicted (based on the May data and number of jet touch and go flights per year at each location) are as follows:

- Range of maximum levels measured (L_{Amax}): 113.4 -119.2 dBA¹
- Range of predicted average daily levels over 24 hours ($L_{eq\ 24\ hr}$): 64.1 – 75.0 dBA
- Range of predicted average daily levels over the loudest 16 hrs ($L_{eq\ 16\ hr}$): 69.8 – 76.7 dBA
- Peak measurement from inside one home: 81.1 dBA

2. What are the community noise exposure guidelines?

- WHO Hearing Loss: 70 dBA $L_{eq\ 24\ hr}$
- WA DOE Residential:
 - from residential area 55 dBA L_{Amax}
 - from commercial area 57 dBA L_{Amax}
 - from industrial area 60 dBA L_{Amax}
- WA DOH School Sites: 75 dBA L_{Amax}
- WA DOH School Classroom Background: 45 dBA L_{Amax}

3. What are the pediatric health hazards associated with noise exposure?

- Children are more vulnerable to the effects of noise because their organ systems and hazard avoidance skills are developing
- Pediatric health effects due to aircraft noise exposure, based on the weight of the published evidence, are:

Consistent evidence:

- Difficulty learning (reading comprehension, academic performance)
- Annoyance (feelings of irritation, discomfort, distress)
- Decreased motivation

Less consistent evidence:

- Impaired memory and attention
- Perceived stress
- Stress hormone changes
- Hypertension
- Hearing loss
- Behavior issues (hyperactivity)

¹ dBA is a measurement of the average noise over a one second time interval with low frequencies filtered out.

4. How can community noise exposures be reduced? *(Based on the hierarchy of hazard control, a system used in industry to eliminate or reduce exposures to hazards)*

- Eliminate the hazards-relocate the training activity
- Relocate areas where children currently spend time if noise hazard is present (home, school, daycare, play areas), or reduce current hazard by using engineering controls to decrease noise exposures
- When siting new community structures, address noise exposure
- Educate children to avoid noisy areas and use hearing protection

5. What studies are needed to better understand the effects of noise on children?

A Health Impact Assessment (HIA) of the flight training activity with a focus on child health impacts is needed. A HIA is a method recommended by the Center for Disease Control (CDC) and is used by organizations and municipalities across the nation to assess the potential health effects of a project or policy prior to implementation. The two primary outputs of an HIA are an analysis of health impacts and alternative and mitigation strategies to ensure that decisions protect and promote health. An HIA includes all health impacts, such as noise and jet fuel combustion products.

6. What are additional resources to learn more about noise and child health?

- "Health Impact Assessment." *Centers for Disease Control and Prevention*. National Center for Environmental Health, 29 Aug. 2013. Web. 10 Nov. 2013.
<http://www.cdc.gov/healthyplaces/hia.htm>
- Clark C and Stansfeld S. "The Effect of Transportation Noise on Health and Cognitive Development: A Review of Recent Evidence." *International Journal of Comparative Psychology* (2007): 20:2.
- "Noise Pollution." *U.S. Environmental Protection Agency*. N.p., 16 Jul. 2012. Web. 1 Nov. 2013.
<http://www.epa.gov/air/noise.html>
- Etzel, RA, ed. Noise Chapter in *Pediatric Environmental Health*. 3rd Edition. American Academy of Pediatrics Council on Environmental Health. Elk Grove Village, IL: American Academy of Pediatrics, 2012: 479-490.
- Matheson M P et al. "The Effects of Chronic Aircraft Noise Exposure on Children's Cognition and Health: 3 Field Studies." *Noise Health* 5 (2003): 31-40.
- Stansfield SA. "Aircraft and Road Traffic Noise and Children's Cognition and Health: A Cross-National Study." *Lancet* 365 (2005): 1942-1949.
- Berglund B., Lindvall T., Schwela D. H., eds. "Guidelines for community noise." *World Health Organization, Geneva* (2000).

If you have further questions, please contact the Northwest PEHSU:

For exposure concerns: 1-877-KID-CHEM

For information, educational opportunities, and clinical consultation: 206-221-8671 or pehsu@uw.edu

This material was supported by the Association of Occupational and Environmental Clinics (AOEC) and funded (in part) by the cooperative agreement award number 1U61TS000118-03 from the Agency for Toxic Substances and Disease Registry (ATSDR).

Acknowledgement: The U.S. Environmental Protection Agency (EPA) supports the PEHSU by providing funds to ATSDR under Inter-Agency Agreement number DW-75-92301301-0. Neither EPA nor ATSDR endorse the purchase of any commercial products or services mentioned in PEHSU publications.

From: (b)(6)
To: [WHDB NASWI Comments Mailbox](#)
Cc: [NAVFAC LANT VAQ ops EIS](#)
Subject: Gave this noise complaint to COER :-)
Date: Friday, November 15, 2013 18:27:33

Hey (b)(6)

You'll love this – even more so that COER deleted the comment on their blog but here goes:

Dear (b)(6)

The RAAF EA-18Gs are land-based and as such will be only a slight uptick in touch & goes at Ault Field on North Whidbey. Furthermore, we Americans are helping a dear ally be a force for good in an unstable region.

I also learned the other night <<http://www.growlernoise.com/2013/11/growlernoisecom-summary-of-oak-harbor-p.html>> that flight ops at OLF Coupeville will restart some special day in January so start planning your winter vacations... and when flight ops restart at the OLF, Ault Field's problems will alleviate and patriotic Americans will cheer at 135 dB louder than the EA-18Gs at 115 dB! I'm sure the 12th Man will need to fine-tune our NFC Championship cheer and OLF Coupeville is a finalist for that competition to chants of "OLF ME!"

There's your noise complaint. Freaky Friday and all of that sweetness.

G*d Bless America;

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS
Date: Thursday, September 12, 2013 12:58:45

Please put me on the list.

(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.

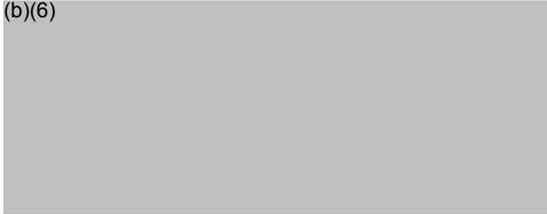
- 1) Both of us have experienced hearing losses in the past 3 years due to the excessive noise at high frequencies and decibels produced by these aircraft over our home and around Whidbey Island. We have spent more than \$4,000 for hearing aids in order to regain hearing ability and maintain quality 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)



Oak Harbor, WA 98277

(b)(6)



(b)(6)



Oak Harbor, WA 98277

(b)(6)



From: (b)(6) .
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Draft EIS for EA-18A operations at NAS Whidbey Island
Date: Friday, September 06, 2013 10:14:08

Dear sir/madam,

Please include me on the mailing list for the Draft EIS for EA-18G Growler Airfield Operations at NAS Whidbey Island. I would like to receive a CD copy of the EA. Thank you.

Sincerely,

(b)(6)

Mount Vernon, WA 98274

No virus found in this message.

Checked by AVG - www.avg.com

Version: 10.0.1432 / Virus Database: 3222/6141 - Release Date: 09/05/13

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](mailto:NAVFAC.LANT.VAQ.ops.EIS)
Subject: EIS: EA-18G "Growler"
Date: Tuesday, November 26, 2013 13:49:30

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

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>>

Copy to: citizensoftheebysreserve2@gmail.com <<mailto:citizensoftheebysreserve2@gmail.com>>

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

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

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

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

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

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

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

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

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

<<http://www.avast.com/>> This email is free from viruses and malware because avast! Antivirus
<<http://www.avast.com/>> protection is active.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Growlers
Date: Saturday, September 07, 2013 11:29:52

Dir Sirs:

I have lived in the area for 68 years. About 30 years were spent in the North Fork area of the Skagit River about 4 miles south of La Conner, in the flight pattern, and the other 38 years at Snee Oosh Beach near Hope Island about 3 miles west of LaConner.

I have always opted for "the sound of Freedom" explanation. Before the base added Growler planes I read that the new planes were quieter than the old ones. I find that the noise level in my house is much noisier than it was before. You cannot carry on a conversation or hear the television or radio when they pass over, and it seems that there are more flights.

I would like to know why the noise level has increased and the flights increased and why it is necessary. Not sure I would support more planes and more flights at this time unless there is a very very good reason.

Regards,

(b)(6)

La Conner, WA 98257

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: (b)(6)
Subject: Comment for scoping for EIS
Date: Saturday, November 23, 2013 0:01:40

Please do actual sound studies, not computer models.

(b)(6)

Coupeville, WA 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Mailing list
Date: Thursday, September 05, 2013 11:40:03

Please include me on your mailing list for this project:

(b)(6)
Coupeville, WA 98239

(b)(6)

Thank you

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS for EA-18G Growler Airfield Operations
Date: Monday, October 07, 2013 14:25:30

Hello,

I would like to be included in the Navy's mailing list for the EIS and I would also like to receive a CD copy of the Draft EIS.

Also, can you tell me if there is a public meeting scheduled for tomorrow, October 8th, at the Oak Harbor High School? If yes, what is the purpose of the meeting and will there be an opportunity for public comments? If yes, are there any materials we might review in advance in order to prepare comments?

Thank you for your assistance,

(b)(6)

Mount Vernon, WA 98273

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EA-18G EIS copy
Date: Monday, September 09, 2013 16:39:50

Hello Project Manager,

Please send me a CD copy of the EIS when complete, or let me know if there will be a place on the internet where I can access the document.

Thanks,

(b)(6)

From: (b)(6) .
To: [NAVFAC LANT VAO ops EIS](#)
Subject: EA-18G EIS Project Manager (Code EV21/SS)
Date: Thursday, September 19, 2013 12:48:19

Hello I am requesting a copy of the EIS for the EA-18G in CD format.

Thank you

(b)(6)

[Redacted]

[Redacted]

From: (b)(6) .
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS Mailing List
Date: Monday, November 25, 2013 13:11:49

Please add this email address to your list of citizens wishing to receive any and all documents relating to the US Navy EIS for Growler operations at NAS Whidbey Island.

Thank you.

(b)(6)
Coupeville, WA

From: (b)(6)
Cc: [NAVFAC LANT VAQ ops EIS](#)
Subject: Re: Comment for scoping for EIS
Date: Saturday, November 23, 2013 11:51:54

Please conduct actual sound studies. Computer models should not be admissable in this instance.

(b)(6)

Coupeville, WA 98239

On Fri, Nov 22, 2013 at 9:01 PM, (b)(6) wrote:

Please do actual sound studies, not computer models.

(b)(6)

Coupeville, WA 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Add to mailing list
Date: Sunday, September 15, 2013 13:46:50

Please add me to the mailing list for the EA-18G EIS for Whidbey Island NAS.

Thank you,

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

From: (b)(6) .
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Mailing list for EIS
Date: Sunday, September 08, 2013 22:05:39

Please add my contact information to the mailing list for the EIS re growler airfield operations.

Thank you

(b)(6)
la conner, wa 98257

(b)(6)

From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Subject: The Growlers over Whidbey and Camano
Date: Tuesday, November 26, 2013 16:32:18

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

To the Navy: WhidbeyEIS@navy.mil
Copy to: citizensofthebeysreserve2@gmail.com

From: (b)(6), Camano Island, wa 98282 _____

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

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

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

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

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

OTHER COMMENTS:

____When the growlers go over my house a rolling ball of noise follows them for several minutes. The windows shake and I can't hear anything else. A terrible noise to try and live with. you should have them fly over your home and see if you can stand it ! For goodness sake send them somewhere less inhabited PLEASE . From (b)(6) _____

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS information
Date: Wednesday, September 11, 2013 13:05:38

Sirs, Please include me with any additional information regarding the EIS.

Regards

(b)(6)

(b)(6)

GE
Aviation
Military Customer Support
Military Field Service Representative

(b)(6)

Growler Support Center
NAS Whidbey Island
1100 West Lexington Street
Oak Harbor, WA 98277 USA
GE Military Systems

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS
Date: Wednesday, October 02, 2013 18:14:45

Hello,

I am a member of the Concerned Island Citizens in regards to the high decible noise and pollution of the military planes.

Will you send me a draft of the EIS please?

Thank you

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EA-18GA/SS - Code EV21/SS
Date: Monday, November 25, 2013 11:45:53

I would like to be included on the Navy's mailing list for the EA-18G EIS Project (Code EV21/SS)

(b)(6)

Regards,

(b)(6)

Oak Harbor, WA 98277

(b)(6)

_____ Information from ESET NOD32 Antivirus, version of virus signature database 9092 (20131125)

_____ The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

From: (b)(6)
To: NAVFAC IANT VAO ops EIS
Subject: EIS Comment
Date: Tuesday, November 26, 2013 11:47:38
Attachments: EIS COMMENT FORM 20311126.rtf

(b)(6)

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

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

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

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

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

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

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

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

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

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

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

OTHER COMMENTS: _____

0998

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: EA-18G EIS Project Manager (Code EV21/SS)
Date: Saturday, October 19, 2013 14:15:11

Greetings:

I request a copy of the DRAFT EA18G EIS.

Please also provide a CD.

Thank you!

(b)(6)
Oak Harbor, WA 98277

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS
Date: Wednesday, October 02, 2013 12:23:59

Please send me a copy of the EIS once it has been completed.

Thank you.

(b)(6)

Tradewinds Insurance, Inc

(b)(6) Oak Harbor, WA 98277

(b)(6)

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: EIS for EA-18G Growler Airfield Operations at NAS Whidbey Island
Date: Friday, September 13, 2013 1:09:33

To Whom it May Concern,

Please place our name on the mailing list to receive information about the EIS to be performed for EA-18G Growler Airfield Operations at NAS Whidbey Island as well as the Draft EIS on CD-ROM.

(b)(6)

Coupeville, WA 98239

(b)(6)

This email and any attachments are confidential, privileged and intended for the recipient of this email. Any unauthorized disclosure, copying, distribution or use is prohibited. If you have received this email in error, please contact us ASAP at (b)(6) so that we can arrange for return and/or deletion of the forwarded message and attachments.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Emailing: EIS_COMMENT_FORM_rtf_short_lines
Date: Tuesday, November 26, 2013 12:04:05
Attachments: [EIS_COMMENT_FORM_rtf_short_lines](#)

<<EIS_COMMENT_FORM_rtf_short_lines>>

From: (b)(6) .
To: [NAVFAC LANT VAO ops EIS](#)
Subject: EIS report request
Date: Wednesday, September 18, 2013 19:34:47

Hello:

I would greatly appreciate a copy of your EIS when completed.

Thank you for your consideration.

(b)(6)
Health Officer
Island County Health Department

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Mailing List
Date: Monday, September 16, 2013 15:56:33

Please place me on the mailing list for all matters related to the OLF, including but not limited to the draft EIS on CD.

Thank you,

(b)(6)
Coupeville, WA 98239

Sent from my iPad

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Draft EIS
Date: Thursday, October 31, 2013 20:34:34

Please send the Draft EIS to me at:

(b)(6)
Coupeville, WA 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Notice of Intent
Date: Monday, September 16, 2013 15:23:30

I wish to be on the mailing list and to receive a CD of the Draft EIS.

(b)(6)
Coupeville, WA 98239

Sent from my iPad

From: [Waggoner, Dave](#)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Whidbey EIS sign-up
Date: Monday, September 09, 2013 10:44:58

Dave Waggoner
Airport Director
Paine Field
3220 100th St SW Suite A
Everett, WA 98204-1390

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Hearings
Date: Tuesday, September 10, 2013 8:36:39

"Three open house-style informational meetings are scheduled: Dec. 3 at Coupeville High School, Dec. 4 at Oak Harbor High School and Dec. 5 at Anacortes Middle School. All are from 4 to 8 p.m." How come no meetings on Camano Island. It would take me almost an hour each way to attend the Anacortes meeting. We on the north end are impacted by the noise of the jets just the same as Whidbey.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Comments to the Navy
Date: Friday, November 22, 2013 19:58:38

Comments to The Navy

On 'Growler' Jet Flights at Coupeville's Outlying Field (OLF)

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

COURTESY COPY TO: citizensoftheebeyreserve2@gmail.com

FROM: (b)(6)

(b)(6), Coupeville, WA 98239

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

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

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

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

ENVIRONMENT: The OLF sits next to Ebey's Landing National 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.

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

certain to escalate.

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

OTHER COMMENTS....



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** None

3. **Address** (b)(6) Freeland, WA 98249

4. **E-mail** (b)(6)

5. Please check here if you would NOT like to be on the mailing list

6. Please check here if you would like your name/address kept private

7. Please check here if you would like to receive a CD of the Draft EIS when available

I play golf at the Gallegos Golf Course.
I see deer, eagles + other animals all the time - This not about the environment but about people who moved here and don't like noise.
Please keep the PLF open and operating.
It is a good thing for the community.
I would like to speak at the public comment forum.

(b)(6)

Please print • Additional room is provided on back

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

From: (b) .
To: (b) VAFAC LANT VAQ ops EIS
Subject: Fw: EIS mailing list
Date: Friday, September 20, 2013 23:57:26

----- Forwarded Message -----

From: (b)(6)
To: "WhidbeyEIS@navy.mil" <WhidbeyEIS@navy.mil>
Sent: Friday, September 6, 2013 8:50 PM
Subject: EIS mailing list

Hello,

I would like to be included on the Navy's mailing list for the EIS,
in regards to the intent to prepare an environmental impact statement for the EA-18G
Growler Airfield operations at the Naval Air Station Whidbey Island, Oak Harbor, Washington.

Thank you very much,

(b)(6)

From: (b) .
To: (b)(6) VFAC LANT VAQ ops EIS
Subject: EIS mailing list
Date: Friday, September 06, 2013 23:50:19

Hello,

I would like to be included on the Navy's mailing list for the EIS,
in regards to the intent to prepare an environmental impact statement for the EA-18G
Growler Airfield operations at the Naval Air Station Whidbey Island, Oak Harbor, Washington.

Thank you very much,

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Jet Noise
Date: Monday, September 09, 2013 13:17:21

I do not live where I can hear the jets, but I agree with the folks who say a free country is worth a little noise..
Also, they must/should have known there was an airfield there when they bought their house/property. I say, let the Navy use the field as it was intended to be used.....

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [Citizens](#)
Subject: Comments to the Navy regarding the EIS for Growler operations at NAS Whidbey
Date: Wednesday, November 27, 2013 12:21:31
Attachments: [Comments on the EIS for Growler Operations at NAS Whidbey.pdf](#)

From:

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

(b)(6)

You will find attached, my comments on the Scope of the EIS for EA-18G Growler Airfield Operations.

Thank you for considering these comments.

Sincerely,

(b)(6)

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

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

From: _____

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

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

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

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

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

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

OTHER COMMENTS: _____

OTHER COMMENTS: PERFORM A CUMULATIVE IMPACTS STUDY

NAS Whidbey currently is scheduled to have 10 attack squadrons of EA-18G aircraft consisting of 5 aircraft per squadron. In addition, NAS Whidbey is scheduled to receive 10 EA-18G aircraft for Expeditionary Squadrons. In addition, NAS Whidbey is scheduled to receive 69 P-3 aircraft. All of these aircraft operate off of the same runway and have a cumulative adverse impact on the environment.

Introduction of the expeditionary squadrons will increase the 3 year average of 8814 FCLP training operations at the OLF by 2400 operations (27%) increase in noise for one-time carrier landing qualification of new crews.

The past 3 year average of FCLP operations at the Air Stations has been 7007 operations per year. Because of the demand for take-off and landing times for the 69 P-3 aircraft in addition to the 60 Growler aircraft, all of the current 7007 FCLP operations at the Air Station will need to be transferred to the OLF. This will increase the noise at the OLF by 94%. The combination of the impact of the expeditionary squadrons and the P-3 aircraft will increase the noise at the OLF by 134% over what it has been for the last 3 years and will produce a serious and significant health impact for residents in the area of the OLF and there may not be enough night-time hours, at the OLF, in the summer, to provide the fleet with night-time carrier landing qualified pilots even if the Growlers fly all night.

I believe this cumulative impact EIS needs to be performed before proceeding to separate EIS studies for the Expeditionary Squadrons and the P-3 aircraft EIS.

I am requesting that this cumulative environmental impact study be included within the scope of this EIS.

From: (b)(6)
To: (b)(6)
Cc: Welding, Mike T CIV NAS Whidbey Is, N01P; NAVFAC LANT VAO ops EIS
Subject: OLF Coupeville Vehicle Barrier - KEEP THE FENCE
Date: Monday, December 02, 2013 2:03:43
Attachments: (Berlin Wall Nonsense) Navy Builds Illegal Cement Wall at OLF, Coupeville Redacted.pdf
Importance: Low

1 December 2013

(b)(6) (and esteemed CCs);

(b)(6) here. COER is in full panic over the vehicle barrier and wants folks to e-mail you about it. One ignorant idiot is even comparing the moral OLF barrier to the "Berlin Wall". I put this in quotation marks Captain because I know damn good and well what the REAL Berlin Wall stood for and the OLF Coupeville fence isn't that. To me, the OLF Coupeville fence is for the preservation of human life - whether that be civilians living and transiting through the area, overeager Navy Leaguers juiced up on EA-18G greatness and of course US Navy sailors & civilian personnel.

I support the OLF fence for the OLF Coupeville fence is a fence designed to keep crooks from trashing the equipment on the OLF campus. Like, I don't know, the arresting cable that if broken and the worst happened could cost the loss of human life. Plus COER has been flooding the Island County Commissioners' e-mail inboxes with fear of a Growler crash from a runway overrun... well wouldn't a concrete barrier stop a Growler or Prowler as a last resort?!? Oh that's right, Citizens Obviously Egregiously Repugnant can't think worth a damn.

Not to put too fine a point on it, but Citizens Obviously Egregiously Repugnant's Ken the Prickard is sailing away into Mexico <<https://www.facebook.com/ken.pickard.71>> like a cowardly criminal and if he were a REAL commander-in-chief he'd instead spend his wealth helping folks relocate from what Ken "Close the Base" Prickard calls "resumption of torture of Central Whidbey Citizens"...

But enough about COER. I want to reiterate the support of the aviation photographer community up here in Northwest Washington State hoping for the return of EA-6B living history & EA-18G Greatness to OLF Coupeville. Of course having the boundaries clearly marked is best and hopefully at some point we can enter into some dialogue about putting up some picnic benches in the area & turning the OLF into a tourist attraction.

Cheers Captain. See you this week. Again, I support the OLF Coupeville barriers. Expect my camera and I come kick-off 2014!

Very respectfully submitted;

(b)(6)

1015

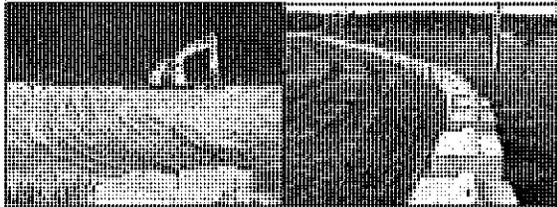

 Search for people, places and things
 Home 2 Joe

Navy Builds Illegal Cement Wall at OLF, Coupeville

December 1, 2013 at 1:44pm

OCCUPIED... & NOW FORTIFIED

NAVY BUILDS CONCRETE WALL AROUND TOUCH and GO FIELD!



Local citizens sued the Navy to stop Growlers flying at Coupeville OLF in 2013. This action compelled them to conduct an Environmental Impact Study (EIS) on the EA-18 Growlers. However, before the EIS process has even begun, a cement block & steel cable wall is being constructed around the central prairie where no wall has been since the field was built in 1943. The Navy is now in violation of Section 106 of the National Historic Preservation Act with the construction of its 'supposedly planned' wall of jersey barriers tied together with heavy steel cable. One federal agency cannot disregard the policies of another federal agency - not even NASWI. If the wall really had been planned for a long time as part of maintenance - then there would have been time to follow these federal policies. To read the full act go to: <http://www.achp.gov/106a.html>

Is the Navy's new cement wall designed to intimidate the EIS comment process? Are we being bullied by a heavy-handed Whidbey Island naval command that has had their way for 70 years on Whidbey Island? Why build a wall now? How will this impact property values, business, and tourism? The Navy's plans include new planes, new squadrons, and more Growler flights over a larger area of Whidbey Island in the next ten years! How can Freeland or Langley be 'safe' from noise and adverse health impacts if the Navy can 'take' Coupeville and keep increasing the number of jets and training flights?

Where do WE draw the line?

The Navy gave NO notice nor received ANY permits for the wall!

- > The Navy's concrete wall is illegal according to "Section 106 Review" under the National Historic Preservation Act (NHFA)
- > Builders have now almost entirely encircled the field with a concrete barrier
- > Send an email to michyl.norbe@navy.mil, Commander NASWI, and request removal of THE WALL

You can take action to protect Whidbey Island! Help close OLF! Help re-assign the noisy Growlers to unpopulated Navy bases, e.g. China Lake, CA where there are 1 million acres to train. The Navy has many alternatives -- People, towns, and communities don't! Neither Coupeville nor Whidbey Island needs to be collateral damage. Write your EIS comments & email to citizensofthebayreserve2@gmail.com. We will submit them to the Navy. Or attend the Navy's public meeting: 4:00 to 8:00 pm on Tuesday, Dec. 3rd at Coupeville High School, south bldg. For more information email: citizensofthebayreserve2@gmail.com



Notes by Maryon Attwood

All Notes

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who wants a sneakpeak of a recent shoot I did with some fantastic people? Lola Leigh Event...



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Navy Builds Illegal Cement Wall at OLF, Coupeville

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Marianne Brabanski This simply reminds me of the Berlin Wall. It is shocking.
4 hours ago

Gainesville, FL (KGNV)

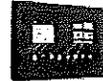
usc aera



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Facebook © 2013 - English (US)

1015

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com; (b)(6)
Subject: All of the following concerns should be addressed in the EA-18G "Growler" EIS:
Date: Friday, November 29, 2013 23:17:54

Please see my "comments" at the close of the "form" email.

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

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

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OTHER COMMENTS:

Fellow Defenders of Life and Liberty.

As a widow of a RAF pilot officer, who died from lung cancer, thought to have been caused by nuclear radiation,

and my present husband, who suffers from the Hodgkin's Lymphoma from Agent Orange, I have often had cause to think of the sacrifice my own family has quietly endured in the name of the most precious thing we still have, life, liberty, justice and freedom for all.

My grandfather was too old to enlist in the Second Sino-Japanese War, but as a British National in Shanghai with linguist skills, he did important work translating several languages. For his "service", he was water boarded, tortured, and experienced other atrocities. He died back in England, broken in spirit.

My father, a Scot who lived in Shanghai, although disabled from tuberculosis, signed on with a volunteer regiment, the Shanghai Fusiliers, and died later from war related privations in South Africa. The embargo on ships returning to the U.K. ended a week after he died. He left a widow my mother with a baby girl and a new born.

We all tend to think that our sad experience is the ultimate in sacrifice. I think my family can be thanked for it's "service".

If we study war, we can see that nothing has changed for any victim of any past or present war. War means sacrifice. Regretfully it is the price of freedom.

Today, because communication is so immediate and often slips through uncensored, the reality is that we know first hand that our beautiful men and women are suffering unbelievable physical losses, and mental pain. Sadly the wheels of relief are often far from timely, and life is at times, so intolerable it is ended by the soldier.

One thing that is changing, is our understanding of what combat does to everyone.

Another thing that is changing is the technology of war mongering.

When I moved to Whidbey I believed I was coming to a small bucolic island community where "sailors and farmers" lived in harmony.

My grandmother used to explain to us that you were either a sailor or a farmer, meaning that either stayed home or traveled.

I have read with great interest the history of Whidbey Island, and the various interlopers who formed the basis of settlements, as we know them today.

It would seem that we are on the verge of allowing a new interloper, who has crept up on us slowly, and with increasing noise.

It would seem that we do not have freedom, liberty, "peace" and justice.

Some would argue that they do not have life as they remember it in terms of "peace".

I now know that Whidbey is not an entirely harmonious destination. Beautiful as it is, and kind as many folk are, there is a darker side.

Supporting our troops has been the rallying cry of many survivors of past wars on the Island, (excluding the ones who became post war objectors), black shirted council member, those not interested in the health, hearing issues of those in the flight paths. Those who only see loss of income, or who maintain that the only real issue is falling real estate values.

It has been sad to see neighbor estranged from neighbor. Sad to see signs in Oak Harbor suggesting the Coupeville bare the brunt of the noise.

This is a problem with many levels, and whilst it is trite to name property values, and small business loss as the main considerations, it is a subject that should be carefully scrutinised by the Military at its highest level, and sensible alternatives runways for increasingly noisy jets should be made a priority.

I would be uncomfortable promoting central Whidbey as a tourist destination because of the potential for hearing damage.

If flying at OLF is resumed, I believe it would important that all farming of any livestock in the noise zone should cease. All horses moved from this area, and all pets kept indoors during hours of operation. This should impact the three million dollar WAIF facility.

All farm workers and all businesses close to OLF should supply workers with hearing cover, and be notified of flight schedules.

The Little League park, the dog park, should be closed during hours of flying.

The hospital should be preparing itself for a possible major catastrophe, which very obviously it will not be able to handle.

Perhaps a couple of extra military helicopters should be kept on hand to medi vac patients out to Seattle hospitals.

Finally, how very uncomfortable, and possibly stressful for the pilots who fly those beautiful planes, to know that Whidbey is so divided.

These crews go where they are told, and do what they are told to do.

Every so often an opinion from within the military comes to light concerning an individuals feelings about noise levels.

Once you enlist, you are obligated to carry out a duty, not to have an opinion that apposes your orders.

Someone needs to listen to these lone brave voices!

Some people might believe that this is a positive way to support troops if they are not able to speak up for themselves without fear of reprisals.

I would therefore appeal to those who have the power to turn this thing around.

Move the planes and the pilots to a safe place. A place that can support the growing technology. A place where they are not the center of controversy.

It would be a good thing if the military would be seen to restore harmony to the island and the communities.

Respectfully

(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF EA-18G EIS Project Manager (Code EV21/SS).
Date: Friday, November 29, 2013 14:58:00

Dear U.S. Navy,

After having lived for many years beneath your pilots' training facility airspace, I feel it my patriotic duty to ask that:

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

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

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

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

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

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

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

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

Let's get real, Navy!

(b)(6)

Ex nihilo nihil fit.

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: Concerns re the EA-18G "Growler" EIS
Date: Tuesday, November 26, 2013 18:11:19

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

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

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

SAFTY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War 11 era Coupeville OLF and flies at low altitudes over residences and businesses.

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

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

ALTERNATIVES TO OLF; The Navy should seriously consider moving the OLF operations to another safer, more modern place. For what ever reasons we have outgrown the safety and health concerns that should be considered for this operation.

(b)(6)
Coupeville, Wa. 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Concrete barrier
Date: Wednesday, November 27, 2013 0:26:16

Looks like Berlin. Thank you Navy for truly expressing how you really feel about the citizens that sign your paycheck, and your total militaristic attitude. You are right and everyone else is nothing. President Isenhower was totally correct when he warned citizens to be wary of the military machine and its power from within. So sorry I lived long enough to witness your arrogance and to suffer from the same. I am sure you will blow this message of, that response proves my point.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA-18G "Growler" EIS:
Date: Friday, November 29, 2013 14:26:23

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

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

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

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

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

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

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

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

(b)(6)

Port Townsend, WA

<<http://www.avast.com/>> This email is free from viruses and malware because avast! Antivirus
<<http://www.avast.com/>> protection is active.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EA-18G "Growler" EIS
Date: Friday, November 29, 2013 17:49:05

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

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

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

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

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

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

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

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

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

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS Growlers at OLF
Date: Saturday, November 30, 2013 14:29:15

Dear Sir:

We have owned a home outside Coupeville in an OLF flight path since 2000, aware of its usage at that time. Naturally we were attentive to the Navy's previous EIS that Growlers would be quieter than Prowlers and that there be fewer of them. Neither statement has turned out to be true, as you already know and as your own publications admit. How can you justify such mistakes and deception? Are we to believe you really did not know how loud the new Growlers would be?

The use of OLF for touch-and-go has been greatly increased in the last few years, to the detriment of neighbors' comfort and health! There is no excuse for flights occurring in the middle of the night; there is no excuse for the fact that, starting a couple of years ago, they flew much closer to our house, barely missing the tops of the tallest trees. These last few summers we have had to wear ear protectors to work or relax outside! I cannot imagine how a family with children could let them play outdoors.

Your official Naval Air Station is in Oak Harbor and should be the site of your activities. If you don't have sufficient runways, build new ones. There is plenty of space in your acreage.

We signed a noise disclosure in 2000 and had no objection to what seemed to be the norm around OLF. Our realtor warned us that Dugualla Bay would not be a good place to buy because of the jets, but said that OLF was used occasionally when the "winds were wrong" for using Ault. I do not blame the agent, because there were many fewer flights at that time and we had no complaints. I don't believe OLF needs to close but it should return to less frequent flights and, however possible, less noise.

I have recently learned the term HIA "Health Impact Assessment" and feel strongly this should be a major part of your Environmental assessment. Please consider that most residents of Whidbey Island value its rural beauty and peace. You are not being a good neighbor to ignore us, in fact you are presenting yourself as an unconcerned bully who assumes the right to do whatever you choose. Surely this is not the general Navy attitude!

Yours respectfully,

(b)(6)

Coupeville

From: (b)(6)
To: NAVFAC LANT VAO ops EIS; citizensofthebeysreserve2@gmail.com
Subject: EIS comment
Date: Wednesday, November 27, 2013 14:24:10

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

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>>

Copy to: citizensofthebeysreserve2@gmail.com <<mailto:citizensofthebeysreserve2@gmail.com>>

(b)(6)

Coupeville, Wa 98239

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

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

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

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

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

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

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

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

The flights should be stopped until the EIS is over

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Fwd: New and improved - gets better and better
Date: Thursday, November 28, 2013 17:38:27

Begin forwarded message:

From: (b)(6)
Date: November 28, 2013 at 2:28:27 PM PST
To: (b)(6)
Subject: New and improved - gets better and better

See if this works:

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

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

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

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

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

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

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

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

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

Get the growlers out of central Whidbey

From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Cc: citizensofthebeysreserve2@gmail.com
Subject: EIS comment
Date: Thursday, November 28, 2013 1:04:34

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

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>> EAG-18G EIS
 Project Manager (code EV21/SS)

Copy to: citizensofthebeysreserve2@gmail.com <<mailto:citizensofthebeysreserve2@gmail.com>>

From: (b)(6)

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

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

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

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Your additional comments here.....
 Get out of Whidbey Island, please!

The sound of the jets hurts

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS for Naval Air Station Whidbey
Date: Saturday, November 30, 2013 11:40:09

Please forward to me the draft copy of the environmental impact study for the EA18Gs on NASW.
As a bordering neighbor to the NAS, we are directly impacted by changes made to this area.

Thank you.

(b)(6)

From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Cc: citizensoftheebysreserve2@gmail.com
Subject: EIS for "Growler" Operations at Coupeville OLF
Date: Tuesday, November 26, 2013 20:16:43

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

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

From: (b)(6)

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

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

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

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

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

OTHER COMMENTS: _____

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS
Date: Thursday, November 28, 2013 11:16:27

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

From: (b)(6)

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

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

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

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

Thank you

[key=9fdd767ff0eab6bd7d0e97e8196c2c80&email=growlernoise%40gmail.com](mailto:9fdd767ff0eab6bd7d0e97e8196c2c80@growlernoise.com)> .

Trouble clicking? Copy and paste this URL into your browser:

<http://citizensofebysreserve.com/blog/?p=1031> <<http://citizensofebysreserve.com/blog/?p=1031>>

<<http://stats.wordpress.com/b.gif?>

[host=jetpack.wordpress.com&blog=53127729&post=1031&subd=citizensofebysreserve.com&ref=&email=1&email_o=jetpack](http://stats.wordpress.com/b.gif?host=jetpack.wordpress.com&blog=53127729&post=1031&subd=citizensofebysreserve.com&ref=&email=1&email_o=jetpack)>

From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Cc: citizensofthebeysreserve2@gmail.com
Subject: EIS comment
Date: Thursday, November 28, 2013 1:04:34

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

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>> EAG-18G EIS
 Project Manager (code EV21/SS)

Copy to: citizensofthebeysreserve2@gmail.com <<mailto:citizensofthebeysreserve2@gmail.com>>

From: (b)(6)

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

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

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

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

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

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

Your additional comments here.....
 Get out of Whidbey Island, please!

The sound of the jets hurts

From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Subject: Growler Operations
Date: Wednesday, November 27, 2013 19:57:47

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

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

From: (b)(6)

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

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

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

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

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

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

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

OTHER COMMENTS: _____

From: (b)(6)
To: NAVFAC LANT VAQ ops EIS
Subject: Growler torture
Date: Thursday, November 28, 2013 22:23:03

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

To the Navy: WhidbeyEIS@navy.mil
Copy to: citizensofthebeysreserve2@gmail.com

From: (b)(6)

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

- SCOPE: The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment.
- NOISE: Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss."
- HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency.
- SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses.
- ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat.
- REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general.
- ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.
- OTHER COMMENTS: Navy_needs to stop flying the Growler anywhere near people unless it is torturing or terrorizing them

i moved from my home of 22 years in Coupeville where i was getting db meter readings of 131 in the back yard at 8th and Center streets and in the living room with all windows and doors closed 119. on a regular basis. i moved to Freeland 22 miles away from OLF and i can still hear the goddamned things loud and clear especially in the summer. please close Nasw and move it to Guam. we don't need the noise, the crime, the whores, the dope, the wifebeating, all of the bad elements the navy brings along with it. byebye nasw. thank you.

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Date: Friday, November 29, 2013 16:11:46

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

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

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OTHER COMMENTS: When the planes fly over my home and barely over the treetops and the decibels in my home read well over 110, my anxiety level is such that I cannot function. Not to mention the fear I have that the pilot will crash into my home when he/she fails to reach a level above the tree line.

Why would the Navy even consider such an outdated field when there are other alternatives that do not impact on citizen's lives and health?

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From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Date: Saturday, November 30, 2013 16:19:39

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From: (b)(6)
To: (b)(6) ; [NAVFAC LANT VAQ ops EIS](#)
Subject: Mike, Ted you guys left out a few things on WhidbeyEIS.com
Date: Thursday, November 28, 2013 21:31:11

With respect and I'll be to-the-point as I write an e-mail to my contact David Cenciotti of The Aviationist - <http://theaviationist.com/>, I notice you guys left out so far in WhidbeyEIS.com two facts:

1. How many folks currently work for the VAQ Wing at NAS Whidbey Island? This way we can scale current versus, "Station up to 860 additional personnel at, and relocate approximately 2,150 family members to, NAS Whidbey Island and the surrounding community."
2. You guys really, I cannot stress this enough, need to stress why OLF Coupeville every chance you gents get. That's why most folks are complaining about the EA-18Gs. Please make a station for this on your roadshow, please.

With that, see you two and (b)(6) (I hope) on Tuesday.

Joe

P.S. I put these YouTubes online earlier today of OLF Coupeville flight ops: <http://youtu.be/TKL8Jzbp1xs> and <http://youtu.be/ZCain3gu5og>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: OLF comments
Date: Wednesday, November 27, 2013 21:35:04

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

From: (b)(6)

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OTHER COMMENTS: Although we knew about the noise when we moved into the area, the flight frequency and noise level have increased since then. It seems the Navy has unilaterally changed the original terms -- and dramatically increased from the original noise levels -- of the agreement. How is that fair?

(b)(6)

Coupeville

A person who wishes to move a mountain begins by moving away small stones.
Chinese proverb

From: (b)(6)
To: NAVFAC LANT VAQ ops EIS; citizensoftheebysreserve2@gmail.com
Subject: OLF
Date: Thursday, November 28, 2013 2:41:20

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

To the Navy: WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>>

Copy to: citizensoftheebysreserve2@gmail.com <<mailto:citizensoftheebysreserve2@gmail.com>>

From: (b)(6)

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(b)(6)

Clinton, WA 98236

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: Whidbey OLF, Coupeville
Date: Wednesday, November 27, 2013 16:56:53

Gentlemen,

I am one of the unfortunate homeowners living under the flight path of the OLF. My address is (b)(6)
(b)(6)

When I purchased this property I was shown a map put out by Island County clearly showing it to be close to the dividing line between 60 decibels and 70 decibels. I drove by the so-called airport and saw an air-strip. And I thought to myself, "How much air traffic could there be on that?, besides it's a few miles away." and "60-70 decibels--no problem." And it wasn't a problem for the first few years. In fact, your pilots probably thought I had a party-house down here as my friends and I would go outside when they were flying and wave and dance around laughing like school girls.

Then about two years ago things changed. You started making substantially more flights. A bit of a nuisance, but thinking it was all for the war effort I tried to ignore it with the expectation the flights would slow down again to the "old" schedules as soon as things quieted down over in the middle-east. Then the Growler came. And Gentlemen, "Growler" doesn't begin to describe the noise that thing puts out. At first you said we were crazy because "everyone knows" the Growler is quieter than the Prowler. You lied. You knew very well once it banked and caught an onlooker in its exhaust it would blow the poor fellow out of his boots. You also said there would be no change to the flight path. You lied. Not only did they fly closer to my home, but now turn right about here giving us the full throttle impact of its most impressive engines; and they are flying substantially lower than the Prowlers did.

When those planes fly, there is no peace, no conversation, no ignoring them anywhere near them, nothing exists but that noise. There is no sleeping either; and of course the OLF is intended for nighttime flight practice something the information from the County didn't include.

I'm not a pilot, but it's my understanding there are three primary causes of plane crashes: mechanical malfunction, pilot error, and suicide. We'll ignore the last one as it most likely doesn't apply to our young Navy men and women. It is also my understanding that there are three primary times of concern during flight that errors occur: take-off, turning, and landing. Now let's consider our OLF. These are relatively new aircraft being flown by relatively new pilots taking off over the new bus barn, recycling center, miscellaneous businesses, turning near the hospital, high school, middle school, grocery store, restaurant, primary intersection, miscellaneous housing and businesses, the next turn is in the direct path of Ft. Casey State Park, Keystone Ferry, miscellaneous housing, the last turn and landing are directly over hundreds of homes in the Admiralty Cove area. Looks like a recipe for disaster to me.

Yes, Gentlemen, the time has come to close the OLF, and move the touch-and-go operations to another much more suitable location. Coupeville definitely isn't it.

Sincerely,

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Cc: citizensoftheEbeyReserve2@gmail.com
Subject: [EEMSG: Marketing]EIS Comments to the Navy
Date: Friday, November 29, 2013 22:21:23

From: Citizens of the Ebey's Reserve [<mailto:CitizensoftheEbeyReserve2@gmail.com@mail71.at51.rsgsv.net>] On Behalf Of
 Citizens of the Ebey's Reserve
 Sent: Friday, November 29, 2013 10:58 AM
 To: =?utf-8?Q??=
 Subject: Better instructions for sending EIS Comments to the Navy

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

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

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OTHER COMMENTS: The value of our waterfront property has gone down immensely from last year's realtor estimates of between \$800,000 to 1 Million due to the noise and the threat of more noise. The reason we own waterfront is to be outside fishing and enjoying the waterfront which we have not been able to do nor expect to do with the jets harming ourselves and our friends and guests. Tourism as a viable business in Coupeville which brings dollars in the pockets of the local shops and restaurants is eroding rapidly. Coupeville is not Oak Harbor and tourism is one of the most important income producing vehicles for the town and

surrounding community.

Nobody ever imagined the amount of noise generated and the low flying over private homes which are not on the base would ever be considered or allowed. I do not believe you are operating these jets within the confines of the law. The Navy wife who spoke at the meeting on November 19 said that the Navy does not want to hurt us people of OLF surroundings – but you are. That is not an opinion but a fact. The answer is to close the OLF and move the jets to a remote site – or back on the base where there is Navy property surrounding it and the people of Oak Harbor apparently embrace the value of the base economically versus the damage to their health and well being.

I will continue to support verbally and economically the Citizens of Ebey's Reserve until you stop. We will not back down.

(b)(6)

(b)(6) Coupeville, WA 360 678-6793

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From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: [EEMSG: Marketing]FW: Better instructions for sending EIS Comments to the Navy
Date: Friday, November 29, 2013 20:28:16

From: (b)(6)
To: whidbeyeis@navy.mil; citizensoftheebeyreserve2@gmail.com
Subject: FW: Better instructions for sending EIS Comments to the Navy
Date: Fri, 29 Nov 2013 17:25:15 -0800

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

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2. In your email TO: type WhidbeyEIS@navy.mil
3. In your email cc: type citizensoftheebeyreserve2@gmail.com <<mailto:citizensoftheebeyreserve2@gmail.com>>
4. You can now type your Name and Comments in the document that follows (highlighted red)
5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
6. Send your email

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

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

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OTHER COMMENTS i have lived in olympic view mobile home park on two separate occasions... before and after testing of the 'growler' aircraft.. on both occasions i was made aware of a nearby aircraft practice field ... i was completely unprepared for the increase in noise and even visceral discomfort i experienced when the 'growler' testing began... i can only compare it to what an actual air attack must sound like.. i have a maxwell noise reducing headset which was what i could afford and it is inadequate in eliminating the painful levels of noise.. i value my health and my hearing a great deal and feel that noise reduction to a safe level within all populated testing areas should be considered part of the cost of doing the military's business.. you do not injure the well to prepare for the the future...i am a retired registered nurse with certification in rehabilitation and medical-surgical nursing..we don't really need more studies showing the effects of stress on humans we need a bit more common sense..

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From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Cc: citizensoftheEbeyReserve2@gmail.com
Subject: [EEMSG: Marketing]Fwd: Better instructions for sending EIS Comments to the Navy
Date: Saturday, November 30, 2013 12:08:23

Sent (b)(6)

Begin forwarded message:

From: Citizens of the Ebey's Reserve <CitizensoftheEbeyReserve2@gmail.com>
 Date: November 29, 2013 at 10:58:16 AM PST
 To: <gksivertsen@frontier.com>
 Subject: Better instructions for sending EIS Comments to the Navy
 Reply-To: Citizens of the Ebey's Reserve <CitizensoftheEbeyReserve2@gmail.com>

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OTHER COMMENTS: Its time that the Navy and those that we as citizens employ, (don't forget where the money comes from), take into consideration that these issues are not a good mix anymore in such a small, delicate and thriving community.

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From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [citizensofthe_reserve](#)
Subject: [EEMSG: Marketing]Fwd: Better instructions for sending EIS Comments to the Navy
Date: Friday, November 29, 2013 16:33:34

Begin forwarded message:

From: Citizens of the Ebey's Reserve <CitizensoftheEbeysReserve2@gmail.com>
 Date: November 29, 2013 10:58:16 AM PST
 To: (b)(6)
 Subject: Better instructions for sending EIS Comments to the Navy
 Reply-To: Citizens of the Ebey's Reserve <CitizensoftheEbeysReserve2@gmail.com>

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See if this works:

1. Select FORWARD from your email
2. In your email TO: type WhidbeyEIS@navy.mil
3. In your email cc: type citizensoftheebeyreserve2@gmail.com <<mailto:citizensoftheebeyreserve2@gmail.com>>
4. You can now type your Name and Comments in the document that follows (highlighted red)
5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
6. Send your email

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

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

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

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

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

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

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

I believe that Coupeville has outgrown the OLF by allowing so many residents to build within the crash zone and in the loudest noise zones affected by these jets. Additionally, this airfield was never intended to be used by jets, rather by quieter airplanes of the 1940's. It is only 5/8 of the length needed to safely practice landings. Do we need an accident to convince the Navy as to how ill-advised flights by such powerful jets are in a residential area?

I was never given a disclosure form, and even if I had been, I never would have imagined the extreme noise I would be subjected to as we experienced in the last two years. It has made my retirement home a nightmare with ramped-up flights and Growler jets that create a terrible vibration. My extremely well-built and tightly insulated home (4 years old) is no match for the kind of noise I am subjected to. I cannot have a conversation in my home, talk on the phone, or watch tv, even with all windows and doors closed. I felt physically ill, agitated, and unable to sleep after weeks of daily and night flights by these Growlers. This did not stop until weeks after jet flights were halted this year. Additionally, I had to purchase hearing aids 2 years after moving into my home.

When I bought my land in 14 years ago, the Navy only flew jets a few days and they were not as loud as Growlers. I did experience, however, a jet that flew so low over my land, that my Golden retriever flattened herself to the ground. I could see every rivet and the pilot. I know that low could not be considered safe for anyone and surely not condoned by the Navy. I believe that pilot made a grave error. Why are American citizens being bombarded by noise worse than terrorist in Afghanistan or Iraq? Where are my rights to the "health and the pursuit of happiness?" I could not sell my home even if I wished to, and I do not. When jets fly I cannot work in my garden, care for my chickens, or work on landscaping. It is too distressing to be outside when these jets fly. I believe Coupeville is being treated like a throw-away community by being subjected to this excess of flights and the Growler noise. I do know tourists have left B&B's, farms, gift shops, and restaurants Coupeville when the jets were flying the most regularly. Many said they would never return to such a terrible environment.

Additionally, I am astonished that the Navy has agreed to train Australian pilots in the Growler as part of a purchase agreement with Boeing! We are to be subjected to additional noise in order for Boeing to make money. These are our tax dollars that support the Navy and they should not be used for private corporation's bottom line.

I am a Navy supporter and an active U.S. citizen, but I feel we need to stand up for our rights and needs when they are being abused. The Navy needs to relocate an OLF in a less populated environment.

Thank you.

(b)(6)

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From: (b)(6)
To: NAVFAC LANT VAQ ops EIS
Cc: citizensoftheebeyreserve2@gmail.com
Subject: [EEMSG: Marketing]Fwd: Better instructions for sending EIS Comments to the Navy
Date: Friday, November 29, 2013 15:53:04

----- Forwarded Message -----

From: Citizens of the Ebey's Reserve <CitizensoftheEbeyReserve2@gmail.com>
 To: (b)(6)
 Sent: Fri, 29 Nov 2013 13:58:16 -0500 (EST)
 Subject: Better instructions for sending EIS Comments to the Navy

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See if this works:

1. Select FORWARD from your email
2. In your email TO: type WhidbeyEIS@navy.mil
3. In your email cc: type citizensoftheebeyreserve2@gmail.com <<mailto:citizensoftheebeyreserve2@gmail.com>>
4. You can now type your Name and Comments in the document that follows (highlighted red)
5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
6. Send your email

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

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

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

OTHER COMMENTS: We have had to leave the island due to increased NASWI noise level. Since we left, my blood pressure and blood sugar levels have returned to a normal range. The impact of the Growler on us was intolerable.

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From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Cc: citizensofthereserve2@gmail.com
Subject: [EEMSG: Marketing]Fwd: Better instructions for sending EIS Comments to the Navy
Date: Monday, December 02, 2013 13:03:31

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

From: Citizens of the Ebey's Reserve <CitizensoftheEbeysReserve2@gmail.com>
Date: Fri, Nov 29, 2013 at 10:58 AM
Subject: Better instructions for sending EIS Comments to the Navy
To: (b)(6)

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See if this works:

1. Select FORWARD from your email
2. In your email TO: type WhidbeyEIS@navy.mil
3. In your email cc: type citizensofthebeysreserve2@gmail.com <<mailto:citizensofthebeysreserve2@gmail.com>>
4. You can now type your Name and Comments in the document that follows (highlighted red)
5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
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To the Navy: WhidbeyEIS@navy.mil
Copy to: citizensofthebeysreserve2@gmail.com
From: (b)(6)

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OTHER COMMENTS: Why is the Navy exempt from the laws the rest of us must obey regarding noise. These jets are an abomination and a blight on our community. Keep them in Oak Harbor. The people there seem to want them

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From: (b)(6)
To: NAVFAC LANT VAO ops EIS
Cc: (b)(6)
Subject: [EEMSG: Marketing]Fwd: [Test] Better instructions for sending EIS Comments to the Navy
Date: Friday, November 29, 2013 10:17:37

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

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

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

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OTHER COMMENTS:

The EIS needs to address the health and mental/emotional impacts of jet noise on children and how it effects their ability to learn and school.

The EIS needs to address the impacts on wildlife, effect on birds at Crockett Lake wetlands, pets.

The EIS needs to address the impact on people's real property values and assess the millions of dollars in "takings" that are occurring as a result of the introduction of the EA18G's at NASWI.

The EIS should address the negative impact it's operations and blatant abuse of the health, safety and welfare of Central Whidbey Residents are having on the good will and reputation of the U.S. Navy. People here are starting to hate the Navy when before they supported it. The Navy is intentionally and knowingly harming our health, our property values and our children.

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From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](mailto:NAVFAC_LANT_VAO_ops_EIS)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: comments to the navy re: growler operations at coupeville OLF
Date: Monday, December 02, 2013 12:12:46

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

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

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OTHER COMMENTS:

The most challenging aspect of the militarization of Whidbey Island, is that with full knowledge, you have made the citizens of Whidbey collateral damage to your convenience.

We secured Navy documents through FOIA, so we know that YOU know what you are inflicting upon the citizens of central Whidbey. We know that you know that the decibel levels when they are flying are beyond your own standards. We know that you know that noise at this level causes not just deafness (in 1.8 minutes), but hypertension, cardiovascular disease, ADD in children, PTSD, diabetes, spontaneous abortion and others. That you do this with full awareness is incomprehensible.

Crash zone 1 at the OLF is a community of 1200 people called Admirals Cove. Crash zone 2 is a storage garage with thousands of gallons of gasoline stored in the garage, half of Coupeville would be taken out if a jet crashed and hit those barrels, and yet, you, the Navy, objected to a property owner across the street storing two barrels of cooking oil in his yard, saying it was a safety hazard. I have questioned your morals, now I question your intelligence.

It's time to shut down the OLF.

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: request for EIS on whidbey
Date: Tuesday, November 26, 2013 18:45:28

Please include me on the list to receive a draft of the EIS when released.

Thank you,

(b)(6)

From: (b)(6) .
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: unacceptable noise and activity
Date: Sunday, December 01, 2013 17:21:58

The noise level at OLF has escalated and become intolerable for Admirals Cove and we were not given full disclosure when we purchased.

We intend to be part of the group to have the training relocated elsewhere.

(b)(6)

1049

Lopez, WA 98261

Hello, My name is (b)(6), I am a lifelong summer resident of the South end of Lopez Island. Our family (my parents, sister, and my three young adult children) spend summers (and from time to time year-round) on the very southeaster tip of Lopez, perhaps the closest part of the San Juans to the Whidbey Island Naval Airbase. I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. The noise we receive from the Navy's activities, and have received for years (I remember the Navy's exercises on Bird Rocks in Rosario Strait in the 1960s), is deafening. No conversations can be heard. I rumbles in the ground and in our bodies and lasts until late at night, sometimes even 2am. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). Real-time high noise events need to be measured and used for determining community noise impacts. Three to four hours of 90+ noise is not "low impact" – especially if it's occurring after 9pm. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? What would the Navy do to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects children who cannot sleep, and adults who need rest for work . Ear protection does not even begin to dampen the sound, it is deafening! In addition, I ask for a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. Yours, (b)(6)

Lopez Island, WA 98261

Sedum House LLC runs a vacation rental on Watmough Head, Lopez Island. Jet Noise already has a negative impact on our business. How will San Juan county's economy be affected by the proposed additions of jets? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, wildlife refuges and parks. They come for the beauty and the quiet not the noise of a war zone. Navy Whidbey's intrusive noise and over-flights are incompatible with local land use in the region. The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas. I request that a 60 day extension of the Scoping Process and that a Scoping Meeting held on Lopez Island in San Juan County.

(b)(6)

1051

Lopez, WA 98261

Hello, My name is (b)(6), I am a lifelong summer resident of the South end of Lopez Island. Our family (my parents, sister, and my three young adult children) spend summers (and from time to time year-round) on the very southeaster tip of Lopez, perhaps the closest part of the San Juans to the Whidbey Island Naval Airbase. I am writing again to express my further concerns. I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. I am also very concerned about air quality and the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. How will additional planes impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Testing air quality and soil for residues of jet operation should be conducted in the four counties affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. The southend of Lopez experiences occasional inundations of what smells like jet fuel. Also grayish residues have been reported on fruit crops. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality ? In addition, I ask for a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. Thank you for your attention to my concerns. (b)(6)

(b)(6)

1052

Lopez, WA 98261

Hello, My name is (b)(6) I am a lifelong summer resident of the South end of Lopez Island. Our family (my parents, sister, and my three young adult children) spend summers (and from time to time year-round) on the very southeaster tip of Lopez, perhaps the closest part of the San Juans to the Whidbey Island Naval Airbase. I am writing again to express my yet further concerns. Over the years I have been on Lopez, I have observed that Lopez appears to have very high rates of fatal brain cancer in middle-aged adults over the years that NAS has been in operation. The scoping process should include a comprehensive epidemiological study of all tumors and cancers in the San Juan Islands, which shall determine what portion of the risk of tumors and cancers are attributable NAS activities including but not limited to the carcinogenic byproducts of combustion of jet fuel in the skies above our county and the expected increase in risk tumors and cancers under the proposed action at NAS. The study should identify actions to reduce these risks to zero. If the effects cannot be mitigated, the proposed NAS action should not be approved. Please make a serious study of the effect of aircraft flights on air pollution over Lopez Island and the surrounding islands and waters. How will you modify your activities to make sure that humans (as well as animal and plant species) are not harmed by pollution whether noise, chemical, or other? In addition, I ask for a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. Yours, (b)(6)

Lopez, WA 98261

My name is (b)(6), I am a lifelong summer resident of the South end of Lopez Island. Our family (my parents, sister, and my three young adult children) spend summers (and from time to time year-round) on the very southeaster tip of Lopez, perhaps the closest part of the San Juans to the Whidbey Island Naval Airbase. I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. I am deeply concerned that the many sorts of pollution resulting from the many years of Naval activity and the proposed future projects are harmful and possibly devastating to the ancient populations of wild animals and plants in the islands. The whales, other sea mammals, fish and other sea life are vulnerable to the chemical and audible pollution put out by the Navy's activities on Whidbey island. Land animals and birds are vulnerable. The plants - some very delicate species are vulnerable. These are the ancient inhabitants of these islands, and poisoning them with fuel, exhaust, vibrations, etc. is a deeply shameful thing. How will the Navy REDUCE the effects of jet emissions, exhaust and residues on humans, native species, the Salish Sea waters and air? How will the Navy CLEAN UP the pollution it has already sent into the air and waters? The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft for a total of 60 EA-18G's and 69 P-8's. This number of aircraft is incompatible with sensitive environmental areas, native flora and fauna. In addition, I ask for a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. Thank you for your attention, (b)(6)

(b)(6)

1054

Lopez Island, WA 98261

To: (b)(6) : We live on Lopez Island and are very concerned with the jet over-flights from Whidbey Island NAS and the effect that the noise and fuel emissions from the Navy jets have on our health and on the environment. We are also concerned about the effects these over-flights have on our property values, because most of our savings are tied up in our homes... as is true for most of the people in the U S. This all becomes particularly more important when you are considering taking on two additional squadrons which will triple the negative impact to our financial security and well-being. Please extend the comment period for another 60 days because many people have been unable to comment because of the Christmas and New Year's holiday season. Thanks for your consideration, (b)(6) Lopez Island WA 98261

Lopez Island, WA 98261

As a resident of Lopez Island I am very concerned about emissions and exhaust from the jet propellant fuel (JP-5) used by the EA-18G's. It appears that most of what we experience is coming from regular operations and maintenance run-ups. We frequently smell jet fuel on the island. Post combustion exhaust from jet engines contains carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. Dumping fuel is another possibility. The Navy states that it only dumps fuel in emergencies, which are rare, and then only over Smith and Minor Islands at 10,000 feet. They say that the fuel is dispersed by the time reaches the ground. Many islanders have observed what appears to be fuel dumping. "Dispersal" when it reaches the ground means that it has entered a gaseous state and we are breathing it. Smith Island particularly is a critical wildlife environment, including being a seal pupping ground. The last thing the marine mammals -- seals, sea lions, whales, dolphins and porpoises need is fuel dumped into their home! How will additional aircraft impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Grayish residues have been reported on fruit crops. What is the effect on island residents breathing jet fuel emissions? Are jet fuel residues getting into our water supplies? Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. Since the EA-18G's burn conservatively 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. How will the Navy mitigate the effects of jet fuel emissions, exhaust and residues and fuel dumping on humans, endangered species, the Salish Sea and air and water quality in our region? the EIS process may be just one of the steps the Navy plans to go through before expecting to be allowed to do what they want. For those of us who live with the impacts of what you do, and the effect you have on our environment, this process is not just a formality -- it is of critical importance to our lives and to the health and sustainability of the these waters. Please LISTEN to our concerns and take them seriously. I also request that the Scoping Process for this EIS be granted a 60 day extension to allow the affected all communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County. Thank you.

Mount Vernon, WA 98273

The scope of the EIS currently being undertaken by the Navy regarding the deployment of EA-18G Growler aircraft needs to be broad in geographic scope and should include air pollution, noise pollution, health impacts, and economic impacts. The area studied should include not only the immediate area of the base but all areas affected by Growler operations. Island, Skagit, San Juan, Snohomish, and Jefferson Counties are all significantly and frequently impacted. All of these areas have growing populations as does the State of Washington overall. An assessment of these impacts could include a survey of all residents in these areas to better understand how people's lives are affected. How often does the noise reach levels that result in lost sleep or inability to concentrate on important tasks at hand? Navy jet noise also needs to be evaluated in light of ever increasing noise levels of traffic, rail, shipping and other activities. Similarly, the cumulative air pollution and greenhouse gas impacts need to be evaluated for the entire area of operations. For examples, the two refineries in Anacortes are among the top four carbon polluters in the state. (Skagit Valley Herald, 12/29/13). What do growler operations contribute to the overall air pollution in northwestern Washington? To me, the most important question to be answered by the EIS is whether the noise contours generated by the computer model accurately represent the noise impacts? These contours use the DNL. But the 2008 noise study by Wyle used in the 2012 EA notes that SEL is "the best metric to compare noise levels." This information needs to be more thoroughly analyzed. My experience is that the single event noise levels, even outside of the area described by the noise contour maps, overwhelm every other sound in that moment. When these events occurs in 2 to 3 minutes intervals, there is no recovery time and a person's normal activities have to be put on hold. It is important that all of the cumulative impacts be carefully considered. The population increase associated with this proposal will affect not only the Oak Harbor area but also the Anacortes area. What will the Navy contribute to infrastructure improvements such as the already overtaxed Deception Pass Bridge? The area surrounding the base is highly regarded throughout the country and the world for its relatively healthy environment. Many people spend considerable time and money to maintain and enhance this environment. I don't believe that the ever-expanding activities at NASWI really fit into the long-term protection of the environmental quality of the Straits and Puget Sound. Finally, according to the Environmental Protection Agency, an EIS is "generally prepared for projects that the proposing agency views as having significant prospective environmental impacts. The EIS should provide a discussion of significant environmental impacts and reasonable alternatives (including a No Action alternative) which would avoid or minimize adverse impacts or enhance the quality of the human environment." Clearly an EIS is indicated in this case because NASWI activities have already had a significant impact in this very special region and the proposed action will just increase that impact. The scope of this EIS must seriously consider what can be done to mitigate these impacts through operational changes as well as equipment modifications.

(b)(6)

1057

Anacortes, WA 98221

In your environmental impact "study", please, please, continue to consider the noise levels and impacts of the extreme high decibel volumes on people, wildlife, pets and the environment of Anacortes, Fidalgo Island, and Guemes Island. These rural settings have a very low "noise" level on a "normal" day until the Growlers start their training sessions. When they fly over us in those non-stop repetitive sessions, the decibel levels are head rattling. More than one or two passes and it becomes a real problem. Surely a NOISE study would or should be a major part of the scoping process, especially if the number of sessions to be considered is higher. Thank you.

(b)(6)

1058

Langley, WA 98260

I believe the public comment time should be extended now that neighboring communities, counties and islands have stated they need more time to comment.

Lopez Island, WA 98261

DATE: December 30, 2013 TO: EA-18G Growler EIS Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Attn: Code EV21/SS www.whidbeyeis.com FROM: (b)(6)

Lopez Island, WA 98261 Email: (b)(6) Dear Supervising Naval Officer, EA-18G Growler EIS Project Manager: I am writing to you today with my concerns regarding the U.S. Navy's proposed introduction of additional Growler Expeditionary squadrons (10 aircraft in total) and the addition of three Growler aircraft to the training squadron currently on Whidbey Island, WA. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. There will be impacts to this growth, and that is the purpose of my letter – to bring the very real impacts of these plans to your attention and to allow for a proper vetting of public concerns. I live on Lopez Island and receive noise already from the base, noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11p.m. and not infrequently until 12 midnight or even 2 a.m. in the morning. The sound waves from your powerful jets create a highly intrusive noise pollution, and sound waves which rattle windows and otherwise disturb our peace. AVERAGING NOISE We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). I am asking that real-time high noise events need to be measured, instead, and these used for determining community noise impacts. Three to four hours of 90+ dB noise is not “low impact” – especially if it occurs after dark. How would the proposed additions of aircraft affect the profile of real-time high noise events that we now experience? ENGINE RUN-UPS Another question I have is what would the U.S. Navy be willing to do in order to mitigate the noise from engine run-ups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects children - who cannot sleep through it - and adults who need rest for work . Ear protection does not even begin to dampen the sound. One solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. Have you fully explored these available tactics for mitigating the intrusive noise from the air field? HEALTH EFFECTS There is well documented evidence showing correlations between - heart disease, myocardial infarction, elevated triglycerides and cholesterol, strokes, hospitalizations, immunotoxicity, sleep disturbances, depression, anxiety and stress related disorders - and noise – especially noise over 90 decibels. This EIS should look for correlations between health problems and proximity to the areas most affected by F-18 flights. The noise generated by the Growlers is happening - to real people – in real time - and - real numbers need to be used to access this problem – not averages. AIR QUALITY – WATER QUALITY – EXHAUST AND EMISSIONS I am also very concerned about air quality and the emissions and exhaust from the jet propellant fuel (JP-5) used by the F-18's. How will additional planes impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Testing air quality and soil for residues of jet operation should be conducted in the four counties

affected by the jets. Since the F-18's burn roughly 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. Post combustion exhaust from jet engines contain carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. How will the Navy mitigate the effects of jet emissions, exhaust and residues on humans, endangered species, the Salish Sea and air quality? SAN JUAN COUNTY ECONOMY How will San Juan County's economy be affected by the proposed additions of jets? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, wildlife refuges and parks. They come for the beauty, peace and quiet of our unique archipelago, not for the noise of an active military airfield. The U.S. Navy Whidbey station's intrusive noise and over-flights are incompatible with local land use in the region. Adding more jets without allowing a full and rigorous public debate seems counter to the spirit of the very democracy we are hiring you to protect. AUSTRALIAN TRAINING There is another issue, ill-addressed in the prior discussions or testing done on this topic, but directly related: that of the 12 Australian EA-18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release. This plan – for the training of our ally partners - needs to be included in the current EIS. Adding these aircraft to the original proposal for 13 aircraft would bring the effective total to be added up to twenty-five (25) EA-18G "Growlers". Impacts need to be based on this quantity - 25 - EA-18G's, not on a quantity that is almost half that number, or 13. CUMULATIVE IMPACTS STUDY The scope of the EIS should be amended to include the cumulative impacts study of all the EA-18G aircraft and P-8's which are scheduled to be based at NAS Whidbey. It's important for me that you are aware that I have done some reading, and that I understand that the numbers of aircraft will be 10 Attack squadrons (5 aircraft /squadron) and 10 EA-18G Expeditionary aircraft, for a total of 60 EA-18G's and 69 P-8's, in all This large number of aircraft seems incompatible with local land use in this region of expanding tourism, recreation and sensitive environment. I ask that you include my letter in your public comments received on this matter, submitted to the government and land-use authorities for proper review. Sincerely, (b)(6)

(b)(6)

1060

Lopez Island, WA 98261

I strongly object to increased military air traffic over the San Juan Islands. For many reasons, including the preservation of the ecosystem, unbearable noise pollution for human and animal inhabitants, air and water pollution. Please do the most comprehensive analysis of these issues before considering the proposed action.

(b)(6)

Coupeville, WA 98239

1061

As long as we have the need to send our aviators into harms way we must provide them with the best training experience possible. The real estate problems of the very few should not be a consideration. Property owners have been properly informed of the noise inherent to living in close proximity to an air field for decades. (To most people it should not require a statement of the obvious). Keep them flying!

(b)(6)

1062

Burlington, WA 98233

We would like to better understand the impacts of this expansion to State Route 20 and 525. Thank you!

(b)(6)

1063

lopez island, WA 98261

I live at (b)(6) Lopez Island, Washington. Over the last 13 years I have noticed an increase of jet noise from Whidbey aircraft and have been hopeful that the Navy would decrease the flights from Whidbey. I am concerned about the damage the noise level has on sea mammals and on wildlife on the south portion of the island. If there is a proposal to increase flights, rather than decrease flights, then environmental consequences become even more serious. We need to know the results of a thorough noise level study and the impacts that noise level has on marine life and wildlife. Also, I have experienced vibration of dishes and windows at various times of the day and night and almost deafening din of noise on me, my family and guests; such that carrying on a conversation becomes difficult, if not impossible. For an elderly person like myself my home will become intolerable if noise is not reduced. This part of the island is relatively pristine and it has striking and unique natural beauty with diverse wild life, some appearing stressed, and I suspect from jet noise, since they disappear when jets are flying. Please extend the comment period on aircraft currently and proposed for Whidbey for another 60 days and do hold a comment meeting in the San Juans, preferably on Lopez Island. Thank You. (b)(6)

(b)(6)

1064

Burlington, WA 98273

Are there any impacts to the Whidbey Isle Scenic Byway? Can you also provide information on the impacts to State Route 20 and State Route 525.

Lopez Island, WA 98261

January 3, 2013 TO: EA-18G Growler EIS Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 ATTN: Code EV21/SS SUBJECT: Comments on EIS Scoping for Growler Operations--NAS Whidbey, Ault Field, and OLF Coupeville I am greatly concerned about the current and future noise levels caused by aircraft operations out of NAS Whidbey. The planned EIS must take into account several factors which are not currently being addressed. These include high-noise events, fuel dumps, the training of Australian VQ squadrons, and adequate opportunities for local civilian input. I live twelve miles northwest of Ault Field, on the southern part of Lopez Island, and noise from NAS Whidbey travels across the Strait of Juan De Fuca unimpeded by any landform. Not only do engine run-up operations create as much noise as overflights, but direct overflights of Lopez Island are on the increase, and often continue as late as 11 PM local time. HIGH-NOISE EVENTS: NAS Whidbey has used Day-Night Average Sound Level measurements (DNL) to measure the level of disturbance on nearby residential areas. Since DNL is based on averages, it is misleading to use this method to measure the impact of jet noise. Three to four hours of noise in excess of 90dB can significantly impact a community with very low levels of ambient noise, especially if such high-noise events occur after 7 PM local time. Lopez Island's economy is also threatened by such events, since tourism and vacation rentals form a large part of local income, and "peace and quiet" is why most vacationers come here. For the same reason, current and increased high-noise events will impact home and property values. DNL is also an inadequate measure of impact on marine mammals and other wildlife. Animals cannot predict or understand the sudden high-noise events caused by VQ squadron operations. Furthermore, several marine mammals use sound as their primary method of interacting with their environment. The planned EIS should NOT use DNL to measure the impact of jet noise from NAS Whidbey on surrounding communities. FUEL DUMPING: Flight operations from NAS Whidbey often include in-flight jettisoning of fuel. While there are Navy regulations concerning this practice, they may not reduce the impact of fuel dumping on the environment and on local citizens. Fuel dumping has been observed over Smith Island (a National Wildlife Refuge), and directly south of the Lopez shoreline, as close as 48° 24' N. latitude. Even when jettisoned fuel evaporates before reaching the ground, the falling vapors and residues can still be toxic to wildlife, adults, and especially children. Jettisoned fuel does not always evaporate completely before reaching the ground, due to practices and weather conditions. The planned EIS must address the effects of jettisoned fuel on local communities and wildlife, as well as the actual practices of dumping fuel in flight, not just the official procedures. AUSTRALIAN SQUADRONS: In addition to the 13 proposed EA-18G aircraft to be stationed at NAS Whidbey, there is a proposed 3-year training program for Australian VQ squadrons adopting the EA-18G. This brings the total number of proposed additional aircraft at NAS Whidbey to 25. The planned EIS must base estimates on a total of 25 new aircraft, not 13. LOCAL COMMENT: Although parts of Lopez Island are 12 miles from Ault Field, travel time to any location off Lopez Island is much longer than normal. Lopez Island is not connected to the mainland by any bridges. Washington State Ferries maintains scheduled ferry service to Lopez Island as the only generally-available means off the island. For this reason, Lopez Island residents do not have equal access to the

currently planned scoping meetings for the planned EIS. An additional public scoping meeting for the planned EIS needs to be added, on Lopez Island itself. There are several adequate public venues on the island. In order to properly address the impact of the proposed new programs at NAS Whidbey, minimize friction with the surrounding communities, and prevent potential negative publicity due to environmental impacts, the EIS project needs to actively seek the best available ways to address the above issues, and all others. Sincerely, (b)(6)

LOPEZ ISLAND, WA 98261-8127

Our home is on the south end of Lopez Island. We spent every summer here from 1996 until we moved up full time in 2005. The jet noise has always been intrusive, but since 2005 noise has escalated immeasurably. Planes fly low over our property, often easily visible (hard to miss.) Conversations are cut off, lightbulbs rattle loose and sleep is disturbed, often for many nights in a row. It is not unusual to be awakened after midnight by a thrumming doppler roar. With the addition of 2 squadrons of EA-18G's plus the 12 Australian EA-18G's what would the Navy do to mitigate the noise from engine run-ups on the tarmac? These EA-18G's need to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA-18G "Growlers". Impacts in all areas of concern need to be based on 25 EA-18G 's not 13. Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. Since the EA-18G's burn conservatively 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. How will the Navy mitigate the effects of jet fuel emissions, exhaust and residues and fuel dumping on humans, endangered species, the Salish Sea and air and water quality in our region? I request that the Scoping Process for this EIS be granted a 60 day extension to allow all affected communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County.

Coupeville, WA 98239

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, (b)(6) Mayor Dianne Binder, Councilmember Bob Clay, Councilmember Jackie Henderson, Councilmember Molly Hughes, Councilmember Patricia Powell, Councilmember

Mount Vernon, WA 98273

I have followed the EIS process related to the introduction of additional EA-18G aircraft and the replacement of the older aircraft. I have read with amusement the Navy's assertion that these new aircraft create less of a noise hazard, an assertion that can easily be discounted by simple monitoring. Likewise the nature of the noise is quite different, with a low frequency pitch that creates a noticeable vibration as well as a significant sound. We live on the Skagit River approximately two miles upstream from La Conner and have large bird populations on our property, including geese, and eagles. It has become quite noticeable over the past two years that the aircraft is having an impact on the wildlife. For the first time since we have been in this house the birds now frequently scatter when EA-18 aircraft fly over, this is not the case for the other aircraft which have significantly lower sound levels, especially at the lower frequency. I would also like to comment on the validity of the "model" used to profile flight operations. It is a well established principle in scientific investigation that models are only considered valid when backed by empirical verification. The current model fails that test for two reasons, first it has not been verified and second the assumptions in the model are clearly incorrect. For example the, the affected area contours are clearly incorrect, second the model assumes a single aircraft in a very specific flight pattern. It does not take much observing to realize that about 40% of the flights are multiple aircraft and there is a minimum of at least three different flight patterns. I will only mention in passing since many others have already commented on this, but the portion of the model that averages the sound over time and ignores peak sound intensity and duration is nonsensical in the extreme and the health effects literature is full of data supporting the role of peak intensity and duration which is not mitigated by a short period of relative silence. Finally, I am a retired Naval Officer (CAPT, USN) who, after a career as a scientist moved to the Skagit Valley and intended to continue working through a consulting practice run from my home. I was able to do this when we first move here but each year the noise factor has increased (especially in May and June) to the extent that I am no longer able to work from home and have discontinued all of my consulting, you simply cannot rely on the ability to make a phone call or have a period on concentration. This is a factor you need to be sensitive to since it is much of the basis for the community's perception of NASWI as a neighbor.

Snohomish, WA 98296

I am concerned about the Navy's proposed introduction of two additional Growler Expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. I am also concerned that the Navy is proposing to continue and increase Growler Operations at both Ault Field and OLF Coupeville and has agreed to a three year program training Australian pilots to fly EA-18G's, which will add an additional 12 aircraft to NAS Whidbey. I am a property owner on the south end of Lopez Island and we are negatively impacted by the noise of the jet planes. I am concerned about the increase in additional aircraft flying out of NAS Whidbey. The noise from the current aircraft, and with additional flights, makes it hard for us to hear or sleep at night. The noise is deafening and creates a real health risk. According to the National Institutes of Health, permanent hearing loss starts with exposure in the 110 to 115 decibel range, and these aircraft reach this decibel range on a regular basis. I am also very concerned about the impact of additional aircraft on the environment and wildlife. The negative effects on our health from poor air quality are a real issue. I fear that the addition of flights will impact the local orcas whale population, migratory and resident birds, and other wildlife in the area. The toxic materials in jet fuel will cause great harm to the air and water quality. The additional number of aircraft is incompatible with local land use in this region of expanding tourism, recreation and sensitive environmental areas. To give residents in the impacted fly zone of the additional aircraft, please schedule a Scoping meeting on Lopez Island in San Juan County and provide a 60 day extension to the Scoping Process for the Environmental Impact Statement.

(b)(6)

lopez, WA 98261

1070

Ease up on the overflights please.

(b)(6)

1071

Freeland, WA 98249

Please keep the OLF in Coupeville up and running. It would be a fiscal night mare to relocate it. It would send a message that training for our troops are secondary to disgruntled folks who signed noise disclosures. We need to stand up to bullies, both foreign AND domestic.

(b)(6)

1072

Lopez Island, WA 98261

The jet noise on Lopez is very loud and disruptive to daily life. Not only can we not talk to each other when a jet goes overhead but we have to cover our ears to protect them. Our animals are effected this way as well. I have young children that are impacted by the frequent noise during their outdoor play, it can be scary for them. Please consider this impact to the people of Lopez and take the extra time to do the proper impact studies that the Whidbey Airforce base makes on the surrounding environment. We do not want an expanded base activity. We would like more peace and quiet. Thank you, (b)(6)

(b)(6)

(b)(6)

1073

Lopez Island, WA 98261

I live on the south end Lopez Island. In the past few years my life has been so negatively affected by low overflights from your base that the dishes may rattle, the cat run under the bed and my sanity dissolve. Because of the flight patterns, altitude, plane configuration and often timing, Lopez Island has already received disproportionate and negatives impacts that go beyond the stated projections in past environmental documents. These will only increase with the current proposal. As an extremely effected area the island and citizens of Lopez Island need both adequate time and appropriate opportunity to input this process. That has not happened to date. I ask that you extend the comment period and schedule a public comment hearing on Lopez Island with adequate local media announcements.

(b)(6)

1074

Oak Harbor , WA 98277

I support the OLF and thank the service men and women who are responsible for their continuous efforts on behalf of our country.

(b)(6)

1075

Lopez Island, WA 98261

I live on Lopez Island and have been extremely supportive of the new National Monument on BLM lands in the San Juan Islands. I worked hard to have that designation applied to preserve and enhance the values of those lands and volunteer on an on-going basis as a BLM Monitor. I am concerned about how this proposal will impact both the useage by the public and the attainment of the conservation goals for the National Monument. Please study the impacts to all aspects of the National Monument, environmental, social and economic. If this project shows the probably of unmitigatable negative impacts, you must choose the "no build" option and look elsewhere to position this project.

(b)(6)

1076

lopez island, WA 98261

To whom it may concern, I am a full time resident living on the North side of Lopez Island. And I have to say that I am effected greatly by the loud noise, and vibrations that constantly rumble my house. I would like to see an extension of the scoping process, where Lopez and other island residents were allowed an actual forum to be heard. The thought of 12 more aircraft to NAS Whidbey, is unacceptable. Your commitments in the past to honor low noise areas, has not happened. And I feel that you are above any concerns from us ordinary American peasants. Forgive me if I am wrong... I would be happy if the base closed altogether. So much money wasted. So much pollution, noise and fuel, and god only knows what else. To me it's the sound/noise of endless US war. Thanks for reading this, And I hope for a good solution for the entire fragile ecosystem here. Sicerely (b)(6)

Lopez Island, WA 98261

I'm a year-round resident of Lopez Island and would like the Navy to measure and ensure that their cumulative and one-time/per-flight noise impact stays under 40 decibel - the level where health effects have been registered in large-scale impact studies.

(b)(6)

1078

Lopez Island, WA 98261

I live on the south end of Lopez Island. For years the Navy has not been in compliance with its previous EAs. There have been many low flights, accelerating with flaps and landing gear down often in the middle of the night, often in multiples over a number of hours. The effect of our household and our sanity has been considerable. I have called and been treated rudely. The basic theme of the response has been, "Eat it. We are the military and we can do whatever we please." Appealing to our congressional members has been no more effective. Should this project go forward, I ask that the EIS contain an effective and easy means of individual citizen redress should it not be adhered to by the Navy or its contractors, with effectively stringent and punitive actions against those parties that such non-conformance will hopefully not be considered an option by them. We as affected citizens need to be given an effective voice within the EIS that our comments will be adequately responded to at a later date, not just as part of a scoping process.

(b)(6)

Oak Harbor, WA

Listen to the SOUND of FREEDOM!

(b)(6)

1080

Nordland, WA 98358

Please perform a "Health Environmental Impact Study". The US Navy has a proud history of protecting our country as a whole. Let's make sure we are also protecting people in this particular area. Do the study. Let's work together to keep all of our citizens healthy.

(b)(6)

1081

Lopez Island, WA 98261

I live on the south end of Lopez Island. It has been obvious from my experience of the type, number and configuration of overflights, that the Navy has not complied with its previous environmental documents. The basic precepts of those documents was that because of flight patterns, etc., there would be no negative impacts on human populations and therefore those impacts did not need to be studied. I can tell you from personal experience that that is not the case. My neighbors and I have been extremely impacted, both our health and our feeling of sanity and safety. I ask that the "base" for this EIS, in terms of number of flights and flight plans as well as any effects thereof, predate any previous environmental document. It should cover the cumulative effects of all types from a day-one base. Certainly that's how we experience them.

Seattle, WA 98133

January 2, 2014 In June 2013 Karen Bowman & Associates, Inc. was contacted by Citizens of Ebey's Reserve to conduct an evaluation of the adult human health impacts related to the Navy's Outlying Field (OLF) touch and go flight activities in Coupeville, Washington. This research culminated in a public meeting presentation in Coupeville, on November 19, 2013. As a result of these efforts, we are now aware that there is a critical need to fully identify and understand the scope of the health impacts from the Navy jets on the exposed citizens of Whidbey Island, and in that respect, submit the following. The EIS must address the usual epidemiological aspects of jet effects on human health but, there is a tremendous need to break away from past EIS blueprints to also include a focus on the psychosocial aspects of the noise exposure related health issue meaning; anxiety, depression, post traumatic stress disorder PTSD, insomnia, and reduction of social engagement as a result of noise induced hearing loss. Those issues are also central to the lawsuit that partially provoked this EIS. The Navy jets create a huge impact on the human living environment in the immediate vicinity of the Ault Field and the OLF and to a lesser extent on areas beyond. Residents that live within those affected areas are financially bound to it, just as they are to the attendant community into which they have committed their time, energy and service. Many of these residents have relocated to escape the jet impacts, while others lacking financial ability try to cope and somehow endure. An environmental impact study has never been conducted to evaluate the Growler impacts on these residents, and regrettably, the 2005 AICUZ followed the usual AICUZ blueprint felt well short of identifying the real impacts. The EIS must therefore conduct a survey of all residences within 3 miles of the jet paths used at Ault Field and the OLF to credibly and forthrightly expose the impacts on the lives of those exposed. The results should be tallied, but not of all surveys, just those reporting their lives to be impacted by the jets. It is the magnitude (totals) of the impacts on the affected that must be assessed, not their proportionality among those unaffected. That is, those reporting no jet-related problems are no more relevant than are residents of Seattle or Spokane, and as such are irrelevant to the enumeration of impacts. The following research should be conducted as it relates to low flying military aircraft jet noise which has specific risk associated with quick acceleration: 1. Baseline audiograms of individuals exposed. 2. Of households negatively affected, what are the impacts on (a) phone calls for personal and business use, (b) entertaining friends or family, (c) listening to the television or listening to music, (d) sleep, (e) familial conversations such as over dinner, (f) vigilance such as a mother listening to determine safety of children or elders outside or perhaps in another room, or to determine danger as hearing is the primary sense used in identifying danger, and (g) emotions. In other words, what specific impact has the military jet aircraft noise had on citizen's activities of daily living. 3. How many citizens are equipped with and use ear protection when the jets are flying? How many have been taught to don and doff ear protection? 4. What health issues do the negatively affected households attribute to the OLF jet practice, e.g., hearing loss, stress and post traumatic stress disorder (PTSD), loss of sleep/insomnia, cardiovascular disease (ICD-9 codes of myocardial infarction and newly diagnosed hypertension, frequency of cardiac prescriptions), hormone disregulation, increase incidence of accidents at home and work, and psychological impact including; PTSD, depression, anxiety, anger, stress, etc. 5. Studies should also

include the impact of jet noise on the cognition and learning ability of children, and the potential of increased risk of accidents as a result of noise induced hearing loss at the workplace. To fully assess the above health impacts of low flying military jet noise on community members it is strongly recommended to conduct a Health Impact Assessment alongside the Environmental Impact Statement, which includes assessment of health impacts, includes stakeholder participation in all aspects of the assessment along with community forums to share pertinent information on new information, timeline, etc. The data must be presented as simple tallies and percentages, perhaps stratified only by proximity to jet paths, but not obfuscated into arcane indices of annoyance, etc. Research is clear that commercial aircraft noise, military aircraft noise and more specifically low flying military aircraft noise causes deleterious health effects for those that are continuously exposed to this noise hazard. The data confirms a strong association between aircraft noise and myocardial infarction and hypertension. Including both vitally needed comprehensive assessments (HIA and EIS) will clearly demonstrate the Navy's intent to direct the process toward the most salient and crucial aspect of human health and environmental impacts. Please let me know if I can offer any assistance or if you have any questions regarding this matter. (b)(6)

(b)(6) North Seattle Washington 98133-8024 (b)(6)

(b)(6)

(b)(6)

1083

Lopez island , WA 98261

I live on Lopez Island and I am greatly effected by the whidbey island navy jets. The low flying planes that literally shake my house, frightening my animals to a point where they cower and shake every time the jets fly over which is daily. The jets disrupt my sleep as they often fly late at night and they scare me. They make me feel as if I am living in a war zone. Please I beg of you to stop your flying so often. Stop flying so low. Respect those persons who live and are trying to survive under your loud disruptive low flying jets.

Thank you

Lopez Island, WA 98261

I'd like to talk about the noise impacts of overflights. I live on the south end of Lopez Island and know those effects intimately. The Navy would like this EIS to look only at the noise effects of an "average" noise level. That would be like averaging a decade of desert silence with the noise of an atomic bomb test and concluding that there is no significant impact to noise waves created by the blast. I assume that those writing the scope for this study know better. I ask that the health and environmental impacts of the actual peak sporadic events be studied. Such a study must include the full range of effects of all frequencies and amplitudes of these overflights for all altitudes and plane configurations of these flights. It should include sound wave travel not just through air, but also through land, water and the human body. It must include the known and probable effects to people and animals. If these effects are negative, as I personally know them to be, and not adequately and enforcibly mitigatable, then the Navy must include an option of locating these flights elsewhere.

(b)(6)

1085

Clinton, WA 98236

I support the continued use of the outlying field by the Navy including by Growlers. This training is critical to maintaining effective Navy capabilities to defend our country. In addition, the impact of curtailing use of the field by the Navy could result in the reduction or even closure of the Navy's Oak Harbor facilities with resulting severe negative impacts on the economy of Whidbey Island.

(b)(6)

1086

Coupeville, WA 98239

I would like to see the EIS for EA-18G Growler Airfield Operations at NAS Whidbey Island! We are proud to have our military practice and prepare our county for safety on Whidbey Island. Please continue operations and expansion of the program. Sincerely,

(b)(6)

(b)(6)

1087

Lopez Island, WA 98261

Hello I've owned property in the San Juans since 1984. First on Decatur and now we've retired to Lopez. The sounds levels have gotten so loud sometimes I wonder what big machinery my neighbor is using. I would hope you would postpone this decision for sixty days in effort to figure out how to leesen not increase this disruptive problem. Thank you

(b)(6)

(b)(6)

Langley, WA 98260

1088

We are in full support of whatever the Navy needs to do to be prepared to defend this country. We are at war maybe we have forgotten.

Langley, WA 98260

Scope: The scope of this EIS should be expanded to include all EA-18G and EA-6B operations at the Coupeville OLF and at Ault Field as no Environmental Impact Statements have ever been completed studying the impacts from these operations on local communities and the environment. Local communities affected should include those on Whidbey Island as well as those in neighboring Skagit, Jefferson, and Clallam Counties. Noise: 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." 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. Fully assess the economic impacts of reduced home values, reduced tourism, damage to health from noise and stress. Most important, fully consider alternatives - e.g., moving training operations to other locales that are not populated, substantially cut back on planned trainings at the OLF, etc. Thank you.

Lopez Island, WA 98261

I request that the Scoping Process for this EIS be granted a 60 day extension to allow all affected communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County. My wife and I have lived on the north end of Lopez Island for 11 years. For the past year and a half, we have noticed increased jet noise which can make conversation difficult and causes our dog to bark. I now understand that there will be an additional 2 squadrons of EA-18G' s plus the 12 Austrailian EA-18G's. I am concerned about the environmental effect of this noise on people and animals. I am also concerned about the air pollution from Jet fuel and exhaust. I have personally smelled jet fuel on the south end of Lopez Island, so I know that some fuel dumping occurs. I think that I and other citizens of Lopez Island deserve the chance to be heard and contribute information to the EIS process.

(b)(6)

1091

Oak Harbor, WA 98277

This is not a simple topic. I speak to it as someone who is a military spouse and resident of Oak Harbor. Opinion? If you lived in the area PRIOR to the field's use by NAS Whidbey, then you have the right to complain and demand answers. If you signed a statement acknowledging the field's use by the Military, then you have no leg on which to stand. That the noise is more than you anticipated, that it bothers you more than you felt it would, that you have joined the masses in this dispute because most in your neighborhood are doing so and you want to support the neighborhood...whatever the reason, you were made aware of the situation prior to your acceptance of the home. I have lived in the city near trains in the past. After a while, I truly did not hear the sounds of the train that ran day and night daily. I support NAS Whidbey. I support the training of the pilots. I would be saddened to see the departure of NAS Whidbey due to this issue. Peace out.

(b)(6)

1092

Camano island, WA 98282

I wholeheartedly support the Navy's decision to station EA-18G Growlers at NAS Whidbey Island. I understand and support the need for ongoing operations and training for our nation's defense as well as the economic viability lent to the region because of the Navy personnel living and working in the area.

(b)(6)

1093

Salem, OR 97301

I first arrived on board NAS Whidbey Island in March, 1985 when all West Coast A-6 aircraft, the A-6 Fleet Replacement Squadron (FRS), all EA-6B aircraft (including a reserve Navy and Marine squadron) and the EA-6B FRS were resident on Whidbey. All of these aircraft used OLF Coupeville. There were noise complaints then, but today's complaints seem to have a darker facet to them. Thirty years ago, complaints were made in a spirit of compromise and a "give and take" attitude with the Navy seemed to exist. Now, there is a tangible disdain for the Navy from those who complain. Make no mistake, the training of these aircrew at Whidbey and Coupeville is as important today as it was during the Cold War. Everyone that hears the noise from these jets is an American and everyone owes a debt of gratitude to these young men and women. Seek compromise WITH the Navy, not capitulation FROM the Navy.

lopez island, WA 98261

The jet noise level from Whidbey NAS has increased over the 16 years I have owned property on the south end of Lopez Island. I used to rarely hear jets at night and now it is common. At times over the years I feel like they are about to crash into our house they are flying so low, it is frightening for adults, children, animals. The low frequency of the growlers gives one a visceral feeling of flight or fight. The frequency of the jets also often vibrates through the entire house. This is annoying during the day and at night often keeps us awake. At times I cannot have a conversation with someone standing right next to me when the jets are flying over. This noise harassment at current levels is not good for humans mentally, emotionally or physiologically. The addition of more jets should not even be under consideration. I have a decibel meter at my home here and have often recorded decibel readings of over 100dB. There is no time to put on ear protection when the jets show up. I am sure we are slowly but surely being made deaf by these jets. I would like studies to be done to assess the impact of this low frequency noise (short term and long term) on human mental and physical health as well as the effects on the health of non-human species. This study would be particularly important on the south end of Lopez where we are within 8 miles of Ault field. This should be completely before adding more jets to the Whidbey NAS.

(b)(6)

1095

Lopez Island, WA 98261

I live on Lopez Island near the school. I can hear the noise from the Growlers when they start their engines. It shakes my windows. Seriously. When flying over head all conversation must stop as it is the loudest noise in the room. Please consider the impact this operation has on the neighboring public. I have lived here for 16 years and was able to tell the difference when the Growlers were introduced.

(b)(6)

1096

lopez island, WA 98261

I live on the south end of Lopez Island. Over the past 16 years of owning land here I have repeatedly noticed the smell of jet fuel in the air, particularly in the morning hours. This fuel whether it is fumes or actual fuel being dumped by navy jets is toxic to all life. I would like studies to be done to assess the amount of fuel dumped and fuel emissions on the islands and surrounding waters and the effects of this fuel (and fuel emissions) on the health humans, terrestrial and marine life. Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. The short term and long term cumulative effects should be assessed based on the current number of navy jets that use this area and projected to increased jets which the Navy is proposing to locate to NAS-Whidbey Island.

(b)(6)

1097

lopez island, WA 98261

I have lived on the south end of Lopez Island for 16 years. In addition to the deafening low flying jets over our property here we have noticed increased jet run-ups which seem to go on for hours and rumble our house the entire period. This often happens at night as well. Studies should be conducted to determine the psychological and physiological effects of this long period of low frequency rumbling navy jet maintenance run-ups on humans.

(b)(6)

1098

lopez island, WA 98261

I have lived on the south end of Lopez Island for 16 years. In addition to the deafening low flying jets over our property here we have noticed increased jet run-ups which seem to go on for hours and rumble our house the entire period. This often happens at night as well. Studies should be conducted to determine the psychological and physiological effects of this long period of low frequency rumbling navy jet maintenance run-ups on humans.

(b)(6)

1099

lopez island, WA 98261

I have lived on the south end of Lopez Island for 16 years. I regularly swim and snorkel in our bay. I have noticed that under the water I hear the jets even more than from on land. I have been startled many times by the sounds of a jet seemingly coming from nowhere. I would like to see a detailed cumulative study of the effects of jet noise pollution not only on marine mammals but on the entire marine ecosystem before even more jets are added to the NAS on Whidbey Island.

(b)(6)

1100

Lopez Island, WA 98261

Please help us to all be good neighbors and consider all options to avoid flying over the San Juan Islands with military aircraft. The noise is deafening and a constant reminder of the atrocities of a powerful military complex. Thank you, (b)(6)

(b)(6)

1101

oak harbor, WA 98277

My family and I support the flight training at the OLF field. It is a vital part of our military and economy. Our military and their families deserve the best and we should let them achieve that. Please keep the OLF field running and we will continue to have pride in our neighborhood, communities, and even the people who knew about and now don't want to put up with the sound of freedom. Thank you

(b)(6)

1102

Lopez Island, WA 98261

On New Year's day I took a walk at Iceberg point on the south end of Lopez with friends. The scenery was peaceful, but the sound was deafening as Navy jets made multiple passes over us with minimal air space over us. As a musician and a nurse I regretted the lack of full ear protection on my walk. I live in the middle of Lopez, where the sound impact from Navy jets literally causes my house to vibrate. I think this impact is excessive, and encourage consideration of different training flight schedules and patterns. I do not feel safer for having my home space invaded by very impactful sound and vibration.

Lopez Island, WA 98261

I have been a resident of Lopez Island for over thirty years. I own property on the south end of the island and have raised my family here. Living on the south end I have experienced the jet noise from NAS Whidbey over the years. It is a very disruptive presence in our rural, quiet island life. There have been times where there has been great cooperation between our community and the Naval Air Station and we have felt our concerns addressed and respected to a degree. Over the past 10 years that has been less and less true. The noise has become increasingly intolerable with the introduction of the Growlers. I am deeply concerned about the Navy's plans to increase the number of Growlers operating from the Whidbey station. There are times where we cannot have conversation until the jets have passed. Doors shake, windows rattle. Sleep is disturbed. I am a psychotherapist in private practice. I see clients at my home studio. It is very disruptive to my therapy practice when the jet noise interferes with the work. I also have horses and again, the jet noise disturbs the horses which can be dangerous if I am in the middle of a riding lesson. I am deeply concerned that the noise may get even worse. I am also concerned about the quality of the environment with the proposed changes, including jet fuel emissions and dumping. There are numerous factors to consider: the effects on our island economy (tourists do not enjoy the intrusion of jet noise or the smell of dumped jet fuel). What about water quality, air quality, effects on the orcas?? I am asking for a 60 day extension to the Scoping Process for the Environmental Impact Statement and a Scoping meeting in San Juan County. There was no Navy Scoping Meeting in San Juan County and we have not had enough time to distribute information about the Navy's plans to add two squadrons of EA-18G's plus 12 additional Australian training EA-18G's. HEALTH EFFECTS: these are my main concerns. How will the Navy address the health issues in the surrounding communities caused by exposure to the noise generated by the projected 114 EA-18G's which will be based at NAS Whidbey in 2015? Emissions and exhaust from jet fuel: are they carcinogenic? Are they poisonous to animals and plants? They are being dumped at increasing frequency over our islands! 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.

(b)(6)

Oak Harbor, WA 98277

1104

We love the OLF!

(b)(6)

1105

Freeland, WA 98249

I support the OLF and the Navy pilots! We need their financial involvement in the economy of Whidbey Island and their expertise in the air to keep the USA safe from evil forces. I LOVE hearing those jets practicing at OLF; it is the sound of freedom to my ears! May God bless our men and women in the Navy; I thank them for their service to me and my well-being.

(b)(6)

Langley, WA 98260

1106

Please extend the comment time for the counties that are effected by the flights.

(b)(6)

1107

Lopez Island, WA 98261

I live on Lopez Island. The noise from maintenance runups on the tarmac at Ault is extreme and can happen for many hours during the day and into the night. In some ways it is more disruptive than flyovers. Right now with the existing aircraft at Ault field the noise is deafening. I am certain if the military were not exempt from the 1972 Noise law this noise would not be legal. With the addition of 2 squadrons of EA18G's plus the 12 Australian EA18G's what would the Navy do to mitigate the noise from engine runups on the tarmac? Right now we are told this extremely invasive noise can legally go on until 12 midnight. This persistent noise affects sleep, creates stress, and makes regular conversation difficult. Ear protection does not even begin to dampen the sound which literally vibrates the body. A partial solution might be to point the jets in a different direction – toward the west shore of Vancouver Island 70 miles distant instead of toward Lopez Island 8 miles away. Installation of baffles might help direct the noise away from populated areas. What would the navy do to protect the surrounding communities from this invasive noise which lowers our property values and makes our homes unlivable and unhealthy?

Lopez Island, WA 98261

As a resident of Lopez Island I am very concerned about emissions and exhaust from the jet propellant fuel (JP5) used by the EA18G's. It appears that most of what we experience is coming from regular operations and maintenance runups. We frequently smell jet fuel on the island. Post combustion exhaust from jet engines contains carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. Dumping fuel is another possibility. The Navy states that it only dumps fuel in emergencies, which are rare, and then only over Smith and Minor Islands at 10,000 feet. They say that the fuel is dispersed by the time reaches the ground. Many islanders have observed what appears to be fuel dumping. "Dispersal" when it reaches the ground means that it has entered a gaseous state and we are breathing it. How will additional aircraft impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Grayish residues have been reported on fruit crops. What is the effect on island residents breathing jet fuel emissions? Are jet fuel residues getting into our water supplies? Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. Since the EA18G's burn conservatively 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. How will the Navy mitigate the effects of jet fuel emissions, exhaust and residues and fuel dumping on humans, endangered species, the Salish Sea and air and water quality in our region?

(b)(6)

1109

Lopez Island, WA 98261

I am a Lopez resident and am concerned about the EA18G's effect on our San Juan County economy. How will San Juan County's economy be affected by the proposed additions of two more squadrons plus the 12 Australian EA18G's? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, Wildlife Refuges and parks. They come for the beauty and the quiet not the noise of a war zone. My mother-in-law has a cabin rental that loses customers when the jet noise become so jarring for those who are seeking quiet experience in the woods. How will the Navy mitigate the adverse effects to our San Juan County economy?

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As a resident of Lopez Island I am concerned about the 12 Australian EA18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release. These EA18G's need to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA18G "Growlers". Impacts of all areas of concern (Health Effects, Noise Averaging, Engine runups, Air Quality, Water Quality, endangered species, plant communities, aquatic life, Jet Fuel Exhaust and Emissions, Fuel dumping, and Economy) need to be based on 25 EA18G's not 13.

Lopez Island, WA 98261

As a resident of Lopez Island I am concerned that each time I ask the Navy how many EA18G's are currently based at Whidbey, and how many are proposed to be added, I receive different numbers. This region of Washington State is one of expanding tourism (we are now considered a world destination), recreation and sensitive environmentally areas. Without solid number so far craft operating it's not possible to know what the impacts of additional aircraft will be. The Seattle Times reports that there are currently 83 Growlers on the base and by 2015 there will be 114. In addition there are a large number of P8's. The number of P_*'s on the base at the moment has not been confirmed. The Navy is basing this EIS on the addition of 13 EA18G's. The Additional 12 from Australia are ignored. The scope of the EIS should be amended to include the cumulative impacts study of ALL the EA18G aircraft and ALL the P8's which are scheduled to be based at NAS Whidbey. Impacts should be based on solid numbers of aircraft not a sliding scale.

What will the cumulative effect of all the aircraft based at Navy Whidbey on jet fuel pollution, noise pollution in the region, marine and land based animals, bird populations, our local economy and the health of all who call this area home?

With additional aircraft in the pattern, will overflights continue to migrate north over San Juan County?

How will the additional P8's (numbers from the Navy vary from 36-69) interface with the 114 EA18G's?

How will the Navy mitigate this additional noise and pollution and expansion of flight patterns?

,

As a resident of Lopez Island I am concerned about the 12 Australian EA18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release. These EA18G's need to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA18G "Growlers". Impacts of all areas of concern (Health Effects, Noise Averaging, Engine runups, Air Quality, Water Quality, endangered species, plant communities, aquatic life, Jet Fuel Exhaust and Emissions, Fuel dumping, and Economy) need to be based on 25 EA18G's not 13.

(b)(6)

1113

HAUPPAUGE, NY 11788

THE NATIONAL SECURITY OF THE N/W USA COULD BE COMPROMISED. LET
THOSE COMPLAINING.....MOVE!!

Lopez Island, WA 98261

As a resident of Lopez Island I am concerned that each time I ask the Navy how many EA-18G's are currently based at Whidbey, and how many are proposed to be added, I receive different numbers. This region of Washington State is one of expanding tourism (we are now considered a world destination), recreation and sensitive environmentally areas. Without solid numbers of aircraft operating it's not possible to know what the impacts of additional aircraft will be. The Seattle Times reports that there are currently 83 Growlers on the base and by 2015 there will be 114. In addition there are a large number of P-8's. The number of P_*'s on the base at the moment has not been confirmed. The Navy is basing this EIS on the addition of 13 EA-18G's. The Additional 12 from Australia are ignored. The scope of the EIS should be amended to include the cumulative impacts study of ALL the EA-18G aircraft and ALL the P-8's which are scheduled to be based at NAS Whidbey. Impacts should be based on solid numbers of aircraft - not a sliding scale. What will the be cumulative effect of all the aircraft based at Navy Whidbey on jet fuel pollution, noise pollution in the region, marine and land based animals, bird populations, our local economy and the health of all who call this area home? With additional aircraft in the pattern, will over flights continue to migrate north over San Juan County? How will the additional PA-8's (numbers from the Navy vary from 36 – 69) interface with the 114 EA-18G's? How will the Navy mitigate this additional noise and pollution and expansion of flight patterns? My family and I have lived and worked part time in coastal Washington and the San Juan Islands for 34 years. I hold a PhD in ecology, specializing in research and education about the environmental impacts of human activities around the world and how we can all live secure, healthy and abundant lives. The additional jet noise and jet pollution associated with addition of 39 additional Growler EA-18G's at the Whidbey Island Naval Air Station and their impact on local communities and the environment may have significant, adverse impacts on land-based and marine-based wildlife and plants. Thus, I request that this EIS include analyses to answer the following questions related to jet noise and fuel pollution on the environment: 1. What are the effects of increase jet noise and jet fuel pollution on wildlife and plant morbidity and mortality? 2. What are the effects of increase jet noise on wildlife behavior and how do these changes in behavior affect different species ability to forage, breed and remain healthy? 3. What are the effects of jet fuel pollution on marine and land-based animal wildlife and plants? I regularly smell jet fuel in the air within 20 miles of the naval base. This means that jet fuel is being inhaled and ingested by wildlife in this region. 4. What are the effects of all of the above changes on the economy of the region, particularly the economic livelihoods of people in natural resource-based industries? My neighbors run a kayaking business and regularly avoid taking clients on days when there is jet overflights, because clients complain about the flights. This adversely affects my neighbors income. 5. What are the effects and legal aspects of jet noise and fuel pollution over the protected areas of the San Juan Islands, especially the new San Juan National Monument? 6. What will be the cumulative effects of the increased jet noise and jet fuel pollution, the proposed coal terminal, other marine noises and pollution, and the stress of climate change on marine-based and land-based animals and animal community dynamics? How should these be measured? The impacts of jet noise and jet fuel pollution, for example, should be monitored as follows: 1. Monitoring should begin immediately; 2. Monitoring should be

conducted by a neutral, third-party organization with no ties of any kind to any of the entities that involved with the Navy, its contractors or others who benefit from naval operations on Whidbey Island in the past, present, or contracted for the future; 3. Monitoring should measure cumulative impacts of all jet related activities within 20 miles of any flight, plus any land-based operations; 4. Monitoring should measure noise, pollution and other jet-related activities (like construction, transportation, etc) on the health of people, plant species, animal species and larger ecosystems; 5. Monitoring should measure health impacts on people, plant species, animal species and larger ecosystems over time, e.g. after 5 years, 10 years, 20 years, 40 years, etc. 6. Monitoring should measure effects on vulnerable human, plant and animal populations, e.g., the very young, the very elderly, those with compromised lung functions or immune systems, pregnant women, rare and sensitive species and ecosystems, etc. 7. Monitoring should quantify the impacts. It is possible that these impacts can be mitigated by setting up a very large fund to pay for the loss of life and production and pollution. This depends on being bold enough to assign a dollar value to quality and quantity of human life and that of other species, which is difficult, in my view. If this cannot be done, then the no-expansion option should be selected.

anacortes, WA 98221

Following is the text of comments I am submitting today by USPS. (b)(6)

(b)(6) Anacortes, WA 98221 (b)(6) January 3, 2014 EA-18G Project Manager Naval Facilities Engineering Command Atlantic 6506 Hampton Boulevard Norfolk, VA 23508 Re: U.S. Navy Environmental Impact Statement for the EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island Dear EA-18G Project Manager: I appreciate the opportunity to comment on the scope of the proposed Environmental Impact Statement named above. (Please note that when I tried to submit these comments electronically to meet the January 3 filing date, your web site reported an undescribed "problem." I will continue to attempt to file them there in order to meet the January 3 filing date.) The proposed federal action has an enormous impact on the lives and well-being of thousands of people living in the area of the Naval Air Station (NAS) Whidbey Island, and it is appropriate for the Department of the Navy to take a "hard look" at those impacts as required by the National Environmental Policy Act (NEPA). Though the range of issues that must be addressed in the EIS is quite large, I want here to attention to four aspects of the proposed EIS that must not be given short shrift, much less ignored, in the EIS. 1. The baseline for assessment cannot be just the incremental addition of Growlers and associated personnel, facilities, etc., but must be the overall impact of the operations at Ault Field and OLF Coupeville. The law is clear that in a situation like this the EIS cannot look merely at the incremental increase in environmental impact from the Proposed Action. NEPA regulations require a federal agency to examine the "cumulative impacts" of a proposed action. 40 C.F.R. § 1508.25(c)(3). The regulations define cumulative impact as: [T]he incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. 40 C.F.R. § 1508.7; see also *City of Carmel v. DOT*, 123 F.3d 1142, 1160 (9th Cir. 1997) ("The duty to discuss cumulative impacts in an Environmental Impact Statement is mandatory.") The development over time of operations at the NAS is described perfectly in this rule and its judicial applications. In order to take a "hard look" at cumulative effects in an EIS, an agency must: (1) catalog past, present and reasonably foreseeable future projects in a particular area, 40 C.F.R. § 1508.7; and, (2) provide a "useful analysis of the cumulative impacts of past, present and future projects." *Muckleshoot Indian Tribe v. U.S. Forest Service*, 177 F.3d 800, 810 (9th Cir. 1999). An EIS must contain "some quantified or detailed information" because "[w]ithout such information, neither courts nor the public . . . can be assured that the [agency] provided the hard look" required of a cumulative impacts analysis. *Neighbors of Cuddy Mountain*, 137 F.3d at 1379; see also *Klamath-Siskiyou Wildlands Center*, 2004 WL 2406557, ___ F.3d ___ *3-7 (rejecting cumulative effects discussion that was only a general catalogue of actions without an analysis of effects). The courts have provided useful, mandatory guidance on this point in the similar context of accumulated impacts of timber harvest. In *Lands Council v. Powell*, 379 F.3d 738, 744 (9th Cir. 2004), the court rejected an EIS noting that although it generally describe[d] the past timber harvests, gives the total acres cut, with types of cutting, per decade, and asserts that timber harvests have contributed to the environmental problems in the Project area . . . there

[was] no catalog of past projects and no discussion of how those projects (and differences between the projects) have harmed the environment Instead, the Final Environmental Impact Statement contains only vague discussion of the general impact of prior timber harvesting, and no discussion of the environmental impact from past projects on an individual basis. . . . The parallels to the Growlers at NAS Whidbey are plain. The accumulation of impacts, particularly noise, as the NAS has developed and expanded its activities, must be considered because, after all, that is what the environment and the citizenry actually experience—not just the incremental impact of additional Growlers. 2. The EIS must include in its noise analysis not just the drawing of closed shapes—so many decibels within this shape, so many more or less within that shape, etc.—but must analyze the real impacts on real people, domestic fowl and livestock, and wild species. It will not be enough for the EIS to determine the noise levels at different locations and to declare that to be the “impact.” That is far too crabbed an interpretation of the word. The “impact” of noise, at least for EIS purposes, is not manifest on paper, on a map, or in a decibel meter. It is manifest in the real world by its effects on living beings subjected to the noise. Thus it is not sufficient to determine that within area X the noise will be Y decibels. The EIS must contain “sufficient detail” so as to be “useful to the decisionmaker in deciding whether, or how, to alter the program to lessen the cumulative impacts.” *Muckleshoot Indian Tribe v. U.S. Forest Service*, 177 F.3d 800, 810-11 (9th Cir. 1999). To be useful in the required way the EIS must explain how the identified noise levels actually affect the living beings subjected to the noise. Failing this would be equivalent to an EIS saying the “impact” of a proposed federal action is, say, “the removal of a specified amount of the oxygen from the environment of a meeting room” without informing the decisionmaker as to what resultant mortality can be expected. A decision that meets NEPA requirements requires sufficient information in the EIS. In a similar vein, it has been proposed in the past that one measure of “impact” of noise from the NAS can be the percentage of the population that complains to authorities about the noise. This is hardly a reliable, or even a useful, metric. Why would one commit the time and effort to complaining to authorities when one has no reasonable expectation that the complaint will result in action? Indeed, one very purpose of the EIS is to allow the Department to rebuff such complaints by saying the Department has already taken a “hard look” at the issue. If the Department seriously wants to measure public dissatisfaction (or its absence) it cannot just wait for the phone to ring. It must be active in the affected community and arrange to visit people in their homes and properties where the noise impact is manifest and discuss with them their level of dissatisfaction as an impact of the Proposed Action. Similarly, does the 10-dB “penalty” really and effectively compensate for the effects of generating loud noise between 10:00 p.m. and 7:00 a.m? The logic behind the penalty is, I admit, at least superficially apparent. But who does it really help? What noise does it really reduce? What impacts does it really mitigate? Or is it just an ineffective gesture that in fact does not actually benefit anyone on the ground? The EIS must lay out a thoughtful assessment of this aspect of its noise analysis. 3. The EIS should reflect a sincere effort to learn why so many local people are so upset about the noise from the NAS. I am certain the Department is aware that quite a number of people are very—for lack of a better word—angry about the NAS noise. That anger is plainly a function of the environmental impact of NAS operations, both existing and proposed. The Department, in order to inform the decisionmaker appropriately, must analyze why that anger exists. Are these people simply complainers and busy bodies? Or are they experiencing real impacts from the noise that ought to be mitigated and not exacerbated

by the Proposed Action? If the latter, what are those genuine impacts and what can be done to mitigate them? To properly inform the decisionmaker the EIS must accurately and honestly portray this aspect of community sentiment and the roots of that sentiment.

4. Some expressions in the Scoping Meeting Welcome document come dangerously close to turning the NEPA process on its head. The purpose is to decide whether the Proposed Action is compatible with a healthy environment, not to adjust the environment to be compatible with the Proposed Action. It is troubling that the Welcome document talks in terms of “areas of noise impact where some land use controls are required” and “degrees of land use control.” This can be read to suggest that the Proposed Action will go forward and existing land uses will be adjusted to accommodate it. Such adjustments are not part of the Proposed Action so they will not be evaluated in the EIS. What the EIS must evaluate is adjustments to the Proposed Action to accommodate existing land uses, not vice versa. The wording of the Welcome document is very troubling in this regard. The EIS should make clear what is intended regarding “land use controls” and should not provide information to the decisionmaker that suggests he or she can consider land use controls that are not explicitly put forth as part of the Proposed Action. Thank you for this opportunity to comment on the scope of the EIS. I look forward to continuing to participate in the decision making process. Very truly yours, /s/ (b)(6)

(b)(6)

1116

Lopez island,, WA 98261

I am amazed at the noise and am writing to register my complaint about that and fuel dumping...I've lived here for 36 years and am repulsed by the audacity of our military...who do we think we are...how can people be so destructive and look at themselves in the mirror....start doing the peacekeeping you were meant to....stop the noise and the poison Sincerely, (b)(6)

(b)(6)

1117

Freeland, WA 98249

The individuals who claim that they never received or signed a noise disclosure form, if true, clearly have a course of legal action against their real estate agent and title company, as said actions did not occur, one can only conclude they in fact did sign said form. What did these people expect, living next to a military airfield? Supporting our military means more than waving a flag at a parade and dealing with aircraft noise is a small sacrifice compared to what our men and women have to deal with and what they give to this country. I am sure the Navy will make every efforts to keep impacts from the flights down, without compromising aircrew safety or operational readiness. Thanks for your service!

(b)(6)

1118

Nordland, WA 98358

I am opposed to any additional flights over Marrowstone Island. I moved from Seattle to get away from noise pollution and believe Growler flights negatively impact the quality of life here.

Oak Harbor, WA 98277

I have lived here since 1960 (father retired from the Navy). I serve in the Navy Late 60's early 70's a portion of that time I was an assistant trouble shooter and a plane Captain in VF-114 aboard the Kittyhawk. Currently I have been a Real Estate Broker the past 36 years. During the approximately 50 years I have lived here, over half of that time I lived in an area that was in the AICUZ Noise Zone area #3. I have enjoyed the time in which I didn't live in a Noise Zone. However I was only able to buy my first home and investment property because I was able to afford discounted properties in Noise Zone #3. I have sold Hundreds of properties in the Noise Zones and have always made sure my clients were well aware of what to expect. Any buyer making a large investment should always do due diligence when investing this kind of money. Most of the time when you here of people making a bad investment it usually has to do with the fact that they didn't do due diligence and the price sounded great therefore greed takes over and poor decisions are made. Most of the individuals that are complaining of the aircraft noise are either dissatisfied with their investment and are unable to sell their property for the price they want or need. Therefore in this time in which most people are selling their property in or out of the noise at a loss they have been given the opportunity to increase their investment value. This opportunity is to jump on the band wagon with COER and try and close the OLF Field. However they do not realize that COER's objective is to close the OLF Field even if it means closing down NAS WHIDBEY. The major members of COER are all fairly wealthy people who choose to live in the vicinity of the OLF FIELD. The reason this area attracted them was because it was close to a small quaint town, a Hospital and yet the area was not well populated. They do not care about the economy ,welfare or well being of the community especially NAS WHIDBEY or Oak Harbor. As far as they are concerned Oak Harbor and NAS WHIDBEY are a blithe on the surface of their paradise. There use to be saying when some of the out of state people moved here "I've got my piece of the rock, now its time to blow up the bridge". Ken Pickard has lived here all his life and his family still owns a lot of property on the Island especially around the OLF FIELD, however if it weren't for his father he wouldn't be in a position to sue the Federal Government. His father was an advocate for NAS WHIDBEY and would be rolling over in his grave if he knew what his son is doing. Therefore in closing PLEASE don't let a few individuals sacrifice the majority for their own gain! NAS Whidbey Makes me proud to be an American's!!!

(b)(6)

Seattle, WA 98133

1120

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

Lopez Island, WA 98261

I live on the south end of Lopez Island. A few years ago, I was awakened from a deep sleep by an incredible noise. The house was shaking and the cat dove under the bed. I experienced all the symptoms, mental and physical, of a person so aroused and sure they were going to die. I had heard the occasional loud airplane before, but this was different. I was sure that this time the pilot had miscalculated and was now about to crash land right on our house. This time, he missed. But it was the first of many such overflights at all times of day. Each time, the cat flies under the bed or house, my heart races and my the rest of my body reacts to the adrenaline surge of an automatic fear response. No one should have to live like this. I ask that this study include the effects of the noise waves on human health in all its aspects. This should take into account the sporadic and extremely sudden aspects of the sound. It should look at the health impacts of the various types and levels of sound created by the differing plane configurations (eg. flaps or landing gear down, acceleration modes, etc) and relative position to the effected party. Health should include longterm and shortterm effects and the effects of sporadic extreme exposure to all physical systems and to mental health. These effects should not be measured in monetary losses but in loss of physical and mental well-being. If the effects would be considered significant as single events or cumulatively by a reasonable person, the Navy must consider relocating this activity to a place where these exposures are less likely to occur.

(b)(6)

1122

Coupeville, WA 98239

There has to be a compromise...limit the number of hours, limit the amount of late night flying. You are not going away and neither are we....yes we signed papers knowing in a fly zone. Be reasonable...set limits, stick to them and do your job and then our economy from visitors can work too.

Lopez Island, WA 98261

I live on the south end of Lopez Island and I have a cat. A few years ago, I was awakened from a deep sleep by an incredible noise. The house was shaking and the cat dove under the bed. I experienced all the symptoms, mental and physical, of a person so aroused and sure they were going to die. I assume that the cat was going through much the same thing. I assume that other terrestrial and aquatic animals were also going through much the same thing. I had heard the occasional loud airplane before, but this was different. But it was the first of many such overflights at all times of day. Each time, for years now, the cat flies under the bed or house, my heart races and my the rest of my body reacts to the adrenaline surge of an automatic fear response. No one and no animal should have to live like this. I ask that this study include the effects of the noise waves on the health in all its aspects of all land and sea mammals and birds within the range of the projected and current actual flight paths. This would include not just those animals on the threatened and endangered list. This should take into account the sporadic and extremely sudden aspects of the sound. It should look at the animal health and socialization impacts of the various types and levels of sound created by the differing plane configurations (eg. flaps or landing gear down, acceleration modes, etc) and relative position to the effected party. Impacts should be for all frequencies, amplitudes, volumes and durations currently and anticipated. Animal impacts should include longterm and shortterm effects and the effects of sporadic extreme exposure and the cumulative effects of that exposure. These effects should not be measured in monetary losses alone but in loss of eco-system values. If the effects would be considered significant as single events or cumulatively by a reasonable person, the Navy must consider relocating this activity to a place where these exposures are less likely to occur.

(b)(6)

1124

Lopez Island, WA 98261

The Navy's informational brochure states that the noise "levels" of the Prowler and Growler are comparable. This is true perhaps by averaging across the frequency spectrum. It is not true by any other reasonable measure. The frequency of sound from the Growler is much different. The difference of effects to health and the environment of this difference in frequency must be included in this study. If the effects of the Growler's lower frequency emissions are both significant and non-mitigatable, the Navy must choose the no-action option.

(b)(6)

1125

Clinton, WA 98236

I am extremely interested in having the Navy continue training at OLF field on Whidbey Island. It takes real gall to complain about plane noise when property buyers got a discount off purchase price and should have known the ramifications of living within the training area. Please honor that principle of "buyer beware".

(b)(6)

1126

Lopez Island, WA 98261

Each addition to overflights or change in noise characteristics effects me personally in my home on the south end of Lopez Island. The training of aviators from other countries was not included in the public documents describing this proposal. Any increase in flights or the use the newer Growler planes for such a program must submit to separate environmental review processes. Those processes must address the cumulative impacts of any additional programs or differing aspects of planes or use at the Whidbey base.

Mount Vernon, WA 98273

I live under the flight pattern of runway 25 landings, near the north fork of the Skagit River. My family, and surrounding neighbors, experience disruption and extreme stress in our daily lives far beyond what is acknowledged in public statements by officials of NAS Whidbey. I am concerned not only for the health of my own family, but for the tragic loss of peace and tranquility that makes this area a rare and unique treasure. Additionally, I am concerned that we are ignoring other economic interests in this county by allowing unchecked use of the airspace above us. The violent nature of the noise that we experience in our neighborhood routinely causes members of my household to drive away from our home to conduct our business during the summer months. We are professionals, both self-employed, and working for large corporations. An increase in the number of EA-18G Growlers will profoundly change our lives. I would like to request that the following concerns be addressed in the EIS: (1) A complete and robust report of ground-based dB level tests in the approach pattern. Not computer modeling, but actual ground testing. (2) An analysis of the long and short-term health effects on children who are exposed to the dB levels being generated by the EA-18G. This should include frequency of exposure that those in the approach pattern are currently experiencing, as well as the expected increase in exposure for the proposed number of new EA-18G Growlers. (3) Traffic impacts on the Deception Pass Bridge, and Highway 20 with the additional staffing and family members proposed as part of the squadron increase. What mitigation plans are in place to address traffic flow, and how will they be funded?

Lopez Island, WA 98261

I live in the San Juan Islands. I live here for the peace, the natural environment and the services that are made possible in this basically rural area only with a vibrant tourism and summer resident economy. We have worked hard to ensure and enhance this economy by investing in parks and open space, by contributing innumerable community volunteer hours in our environmental health, by working to get our President to proclaim our federal lands a National Monument, by lobbying to be included in the Scenic ByWays program, not to mention the private investments of business and property owners to make our islands welcoming. Our tourist and summer resident visitors come because they seek a quiet place where they can enjoy a beautiful environment and see elusive marine and bird species. The noise and potential other pollutants from the Navy's proposed (and actual) actions threaten the very peace and other environmental benefits that bring these folks here. Without them, our economy and the services their money supports will tumble. I ask that this study include the impacts on those environmental factors that bring tourists and summer residents to our islands. These impacts need to include the cumulative impact over time of the bad press and bad word of mouth that may result as peoples' serene moments at places like Iceberg Point or Point Colville are interrupted by a low-flying Grouse accelerating with its landing gear down or similar jarring overflights. It should include the potential for cumulative effects on such species as the orcas with increased other stressors, like increased large vessel traffic and decreases in fish populations. The report should then look at the financial and societal impacts of the loss of tourists and summer residents if large marine mammal populations decline as a result.

Mount Vernon, WA 98273

I have submitted 2 previous comments and almost decided not to submit this on this final day for comments. Frankly, I feel like I'm shouting in the wind, or more accurately, into the sound of one of the Navy jets that just flew over my house. I live on Pleasant Ridge, an elevated piece of land just east of the town of La Conner. I speculate that because the ridge is a visible landmark in an otherwise flat terrain of farmland, the Navy pilots pick this area to fly to and then turn around and head back to the base. My neighbors and I get the planes both coming and going. The sound as they fly over is deafening. If I'm outside, I have to cover my ears or feel serious discomfort. All conversation must stop. If I am inside my house, and on the phone, I have to stop the call as I can no longer hear the other end of the conversation. My job requires me to be on the phone, and I encounter this problem every time the planes fly. The noise from the jets has turned what would be an idyllic living situation into a major disruption to my peace and quiet several times each month (sometimes several days in a row). In the summer when flyovers seem most prevalent it is impossible to enjoy our deck or yard. It's worse when the planes fly after 10:00pm until 1:00am, making sleep impossible. The plan for 13 more jets to arrive at Whidbey concerns my husband and I to such a degree that we are considering leaving the house we built and love. I wish there was some way to coexist because I'm painfully certain the additional planes will move here. Must the planes fly directly over Pleasant Ridge and turn around here? Could flying be limited to certain times of the day or days of the month? Sometimes in the summer, it's day after day of interrupted sleep. Is it too much to ask to be able to enjoy the home and yard that my husband and I worked so hard to build?

(b)(6)

1130

Lopez Island, WA 98261

Living in the San Juan Islands, rumors often fly. One is about fuel dumping and fuel exhausts from Whidbey based jets. I realize that this study is only about a) an increase in flights and b) a change in planes flying. So, whether or not this rumor is currently factual, I would like this study to address whether there will be any increase in any form of water or air pollution from fuels or lubricants due to the project. If so, I ask that the direct, indirect and cumulative effects of those pollutants on the marine and terrestrial plants and animals and on human health be studied. If significant impacts will result, I ask that the Navy choose the no-action option.

(b)(6)

1131

Freeland, WA 98249

I am in "full support of the Navy to continue all operations at OLF & Oak Harbor & surrounding areas". I am tired of these people who don't appreciate our freedoms and what it takes to maintain the freedoms they enjoy. I am a veteran and want our country to keep its seat of honor it has earned by defending freedom through out the world. Please let me know what I can do to help. I am also requesting confidentiality do to past harassment from my position about the current administration and the direction they are taking this country.

Lopez Island, WA 98261

I am a long-time resident and business owner on Lopez Island. Our home is on Center Road near Hummel Lake, and my storefront business is located in Lopez Village. At both these locations, the sound of Navy jet overflights can be window-rattling and extremely distracting. At our home, the jet noise sometimes take place after bedtime – even at 11 pm on weeknights. On some days the overflights are frequent, very loud, and stressful. I feel that the noise situation is already beyond the level of reasonable tolerance.

Therefore any increase in operations would be even more intolerable. I want the Navy to study the noise levels at various locations on Lopez Island – not average noise levels – but peak levels and how frequent these are. I'd like this study to include both overflight noise and jet engine run-up noise. I'd like the Navy to study what alternative flight patterns could remove overflight events from the San Juan Islands and other populated areas. I request that the Navy study how peak noise levels would increase on Lopez Island as a result of the possible increase in operations with additional Growlers. I request that peak noise level studies also be carried out in other populated areas affected by Whidbey flight operations. I'd like to request a 60 day extension of the Scoping Process, and that a Scoping Meeting be held on Lopez Island in San Juan County. Thank you. (b)(6)

(b)(6)

Coupeville, WA 98239

1133

Let 'em fly!

(b)(6)

1134

Clinton, WA 98236

When we were looking for property/house it was our responsibility to check every aspect of it: soils or septic, eagle habitat, etc., and knowing there were 2 Navy airfields, noise. Even with our own research, every realtor associated with a property informed us of the noise zone, we had maps, and we understood that the noise could change in intensity or frequency at any time. We also knew that we would be getting a very good deal on property we probably couldn't otherwise afford. When we finally bought in Clinton, there were NO disclosures about Boeing field training flight but we knew Boeing was there and there were flights in the area. Buyer beware!

(b)(6)

1135

Clinton, WA 98236

I absolutely oppose the citizen protests about the Navy planes. I support the Navy's need to train and practice. I believe the Navy was here first and people who do not want to live nearby need go move. Thank you for serving our nation.

Greenbank, WA 98253

SCOPE: The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment. NOISE: Test real-time high noise events on the ground. Don't use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were "well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss." HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency. SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses. ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey's Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

(b)(6)

1137

Lopez Island, WA 98261

I live on the south end of Lopez Island. Please address the cumulative effect of frequent loud noise on possible hearing loss in affected human residents. The EA18-G's cause a loud enough noise to shake my house, rattle my windows, and wake me from a sound sleep.

(b)(6)

1138

Lopez Island, WA 98261

I live on the south end of island. The noise is extremely bad and the planes seem to leave an oil slick on the plants and our livestock's water troughs. Please address the issue of extreme noise and oil residue over time on our island.

(b)(6)

1139

Lopez, WA 98261

My name is (b)(6), I was raised on the south end of Lopez Island, Washington. My concern is about the noise level of jets passing above Lopez Island. I have witnessed jets passing that have shaken windows, spooked livestock, terrified domesticated animals and disrupted wild life. Adding two squadrons of EA18-G's to NAS on Whidbey Island would exacerbate a problem which already negatively effects the quality of life and environment of the San Juan Islands. I would like the environmental impact study to include a comprehensive study about the dangerous decibel levels that occur on the San Juan Islands. I would like this level of decibels to be compared to acceptable levels of noise pollution around the world. The volume of noise released from jets flown from NAS Whidbey is damaging to the mental and physical health of both animal and human residents of the San Juan Islands. Please decrease, rather than increase the amount of jets flown from Whidbey.

(b)(6)

freeland , WA 98249

1140

Keep the air field for our great Navy

(b)(6)

1141

Wenatchee, WA 98801

To Whom it May Concern, I am expressing my deep concern that Whidbey NAS is being threatened by whining ninnies. I equate their rational to a person knowingly purchasing property and/or constructing a dwelling adjacent to a municipal sewage treatment facility, moving in, "discovering" how foul their air is when their windows are open, then filing a lawsuit for the facility to be torn down/moved, etc. It is sheer lunacy on the property owners part. No one coerced or strong-armed them into signing on the dotted line to buy the property. They went into it with full disclosure, and hopefully the brains to ask around. But to pull the rug out from such a vital and necessary element of our state's economy is simply WRONG. Whidbey Island, Washington State, The Pacific Northwest, et al, NEED and WANT Whidbey NAS right where they are. The SOUND OF FREEDOM should not be deafened just because of a few whiners.

Seattle, WA 98195

Will the EIS include the Australian jets as well? If so, would this not almost double the additional impact? More generally, will the EIS include consideration of the sum total impact of ALL activities? It would seem a mistake if the EIS on the new aircraft would not force a re-examination of the entirety of the military airplane operations from the Whidbey base. What will the impact be on organisms in the San Juan islands that depend on sound for their normal behaviors - most notably Orcas, but other marine mammals (sea lions), fishes, birds, frogs etc. as well? What impact would the additional aircraft (in combination with the ones already in operation) have on nesting and hunting behaviors of threatened and endangered species in the san juan, including bats and many birds (American Kestrel, Band-tailed Pigeon, Belted Kingfisher, Brant, Cackling Goose, Clark's Grebe, Horned Grebe, Green Heron, Killdeer, Long-tailed duck, Yellow-billed loon, Red Phalarope, Rough-legged Hawk, Greater and Lesser Scaup, Buller's and Flesh-footed Shearwaters, and the Snowy Owl). What would the impact be on tourism in the area, as quiet and solitude is one of the main reasons that the islands are such an attractive tourist destination? Is jet fuel dumped - purposefully or not - into the salish sea from these planes? If so, what would the impact be on marine organisms (such as salmon) and the fisheries that depend on them of the cumulative projected total of jet fuel dumped from all Whidbey Base aircraft? What would the impact be on beaches and associated tourism?

Lopez, WA 98261

I request that the Scoping Process for this EIS be granted a 60 day extension to allow all affected communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County. I have lived on Lopez Island for 32 years. Our home is on the north end near Hummel Lake. In the past ten years we have had more noise from navy jets, and recently have had a level that is extremely loud, interrupting conversation, and sometimes rattling windows. Friends to the south have had intense impact from the fly-overs as well as run-ups from Ault field. We chose an island environment with natural beauty, acknowledged by receiving National Monument status recently. This noise threatens the quiet we have enjoyed for years. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). AVERAGING NOISE I request that the EIS study Real-time high noise events and how they affect the health of the communities subjected to them. The study would consider the time of day that the noise is occurring and would use actual measurements - not computer generated and averaged numbers. How would the proposed additions of aircraft, especially growlers, affect the profile of real-time high noise events that we now experience? What will the Navy do to mitigate this noise?

(b)(6)

1144

Lopez Island, WA 98261

I live on the south end of Lopez Island, where the jet noise is very loud. The effects are far reaching, aside from reminding us continually that we do not live in a peaceful world. I request that the Navy conduct studies before adding 2 squadrons of EA18-G's (13 more aircraft plus 12 Australian EA18-G's) to NAS Whidbey. Health effects on humans and the influence on whales and other threatened or endangered species are my topmost concerns. I request that the Scoping Process for this EIS be granted a 60 day extension to allow all the affected communities in the region to respond. I further request that a Scoping Meeting be held on Lopez Island in San Juan County.

(b)(6)

Freeland, WA 98249

1145

I believe to keep the OLF Field in perpetuity. Thank You.

(b)(6)

Coupeville, WA 98239

1146

We ask that you please extend the time of the scoping period so that all affected communities such as Port Townsend and Lopez Island have input. This is only fair.
Thank you

(b)(6)

1147

Lopez Island, WA 98261

I live on Lopez Island and the noise from planes from Whidbey Naval station are a disruptive part of life here. I urge against any expansion plans or additional aircraft. The noise can be extremely loud. I have attended weddings in which the ceremony had to pause and wait for the jets to pass. I have seen my livestock spooked. And I have walked with my stepdaughter on a lovely afternoon and planes flew by unusually frequently and loud. She turned to me and asked "is what it feels like for people who live in a war zone?" I told her the reality is that we are at war. And I do understand that. But I also love the peace of this place and urge you to minimize your impact here by making the choice to limit expansion. Thank you for considering my comment. (b)(6)

(b)(6)

1148

Lopez, WA 98261

I am a resident of Lopez, and have owned land here since 1959. In all my working life here on the island or away for some time, Lopez has been my true home. In the last two years, the noise created by the EA-18G Growlers has severely impacted the quality of life being here. Windows in our house shake while the sky is tyrannized by the practice of war. I cannot support this effort "on our behalf" by the Navy. I pay taxes but do not believe in violence in the home or between neighbors or countries. Should I keep paying taxes while my very home is being shattered by military practices that I do not believe in? I actively oppose the repeated exercise of these Growlers upsetting so many lives in the Pacific Northwest. I will offer my hand to do anything to stop this tragic noise. I ask for a 60 day extension of the Scoping Process and request a Scoping Meeting held on Lopez Island in San Juan County. Sincerely, (b)(6)

(b)(6)

1149

Lopez Is., WA 98261

I am a long time resident of Lopez Island and have lived in my home here since 1971. The past two years have brought an unprecedented increase in noise level and frequency of overflights and engine run-ups from EA18G Growlers based at Whidbey Island Naval Air Station. My wife and I now regularly experience what it must feel like to live in a war zone, with a diminished quality of life and loss of any sense of well being. I do not believe the explanatory phrase offered from public relations sources at Whidbey NAS, "Pardon our noise, it is a sound of freedom." From our perspective, the truth on the ground is that it is an abuse of power and shameful example of absolute disregard for the rights of citizens to live in peace. I respectfully ask for a 60 day extension of the Scoping Process and that a Scoping Meeting be held on Lopez Island in San Juan County.

Sincerely, (b)(6)

Lopez Island, WA 98261

As a school board director I am particular concerned about the potential negative impact of this expansion of military jet activity on our students and families. The EIS must address safety issues involved with an increased number of jets flying over or near our school campuses on Lopez and Decatur Island. It must address the impact of the increased noise, especially high noise events, on our children and their ability to study and perform in school. The study should address the specific health impact on our youth of any increases in pollution -- from exhaust, potential fuel dumps, as well as increased noise -- as a result of this expansion. And on an economic basis, the study should address the degree of negative impact on the livability of our island for families and the potential to lower the attractiveness of our island for families and subsequently the students that populate our school. We are a small school district and the viability of our district depends on families remaining on Lopez in at least the current numbers. How will these expanded jet operations and the accompanying noise and other adverse environmental impacts affect our school enrollment? As to more general issues. I also ask that the study: 1. Consider the cumulative impact of all of the aircraft operations at Whidbey – the only way to take into account the overall impact of Whidbey operations. 2. Actual noise levels be measured with monitoring stations set up on Lopez and Decatur Island (and with some in proximity to our two school campuses). The actual specific noise levels should be monitored and assessed. 3. Similarly directly sample and study air, water, and soils for residues of Whidbey jet operations. Finally, given the importance of this issue and the growing awareness of residents on Lopez and Decatur Island as to what is being proposed, I ask that the period for comments be extended to allow more residents an opportunity to input to this process. Thank you for taking into consideration my requests. (b)(6) Lopez Island School Board District #144

(b)(6)

1151

Lopez Island, WA 98261

I am a teacher with the Lopez Island School District. As a 20 year resident of Lopez Island I am concerned about the 12 Australian EA18's and the 3 year training program mentioned in the Navy's November 8, 2013 press release. I would like to know the cumulative effect of all the aircraft based at Navy Whidbey on jet fuel pollution, noise pollution in the region, marine and land based animals, bird populations, our local economy, the students of Lopez School and the health of all who call this area home. I am deeply concerned. Thank you. (b)(6)

(b)(6)

1152

Lopez Island, WA 98261

I am a resident of Seattle/Lopez Island and I grew up in the San Juan Islands. I am currently a student at the University of Washington, where I study environmental science and resource management. I am concerned about the prospect of bringing 39 additional Growler EA-18Gs to the region I call home. Being a student of environmental science, I am troubled by the potential impact the jets will have on local ecosystem health. In particular I am concerned with noise pollution and the effect it could have on avian communities in the region. The Pacific flyway, a major migratory route for billions of birds annually, passes directly above the Puget Sound, which acts as an important stop for many species. The Puget Sound is also an important breeding area for both transient and local species. I am very worried about the effect these jets will have on reproductive success, communication capabilities, and ability to avoid predation of avian species. These jets could potentially have detrimental effects on water quality in the region as well, putting huge numbers of marine species at risk. I ask you to seriously consider these issues before proceeding. Thank you. (b)(6).

(b)(6)

Lopez, WA 98261

I live on Lopez Island and receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). AVERAGING NOISE I request that the EIS study Realtime 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 realtime high noise events that we now experience? What will the Navy do to mitigate this noise?

Coupeville, WA 98239

I have lived in a rented apartment in the Admirals Cove area, near the OLF in Coupeville, Washington, since September of 2011. It was not until after I had rented the apartment and having moved here from out of state that I became familiar with the impact of the Coupeville OIF on persons living in this area. When the jets are flying, the noise level where I live in Admirals Cove, is so extreme that it becomes next to impossible to read, write, study, or sleep. Even with ear protection. This past summer, I met a mother with 2 young children who lived in the flight path of the Navy jets. She was retired Navy herself. She expressed to me concern for her children being exposed to the extreme noise level. One of her children was old enough to have been taught to cover his ears, but her baby was not. Children in this area who are being subjected to noise levels that are harmful to human hearing. The US Navy recognizes the impact of aviation and hearing loss in enlisted personnel, and hearing loss disability is said to be the number one occupational health expense of the US Navy (http://www.public.navy.mil/navsafecen/Pages/acquisition/noise_control.aspx). The hearing damage, stress, and loss of sleep from living in such a high level noise zone, as a result of the Navy jets, is a sacrifice that civilians on the ground near and around the Coupeville OLF are being asked to agree to. I was taught by the examples of my father and grandfather, who served in the United States Navy, the importance of sacrifice and service to protect freedom. Yet, a person's political or personal views cannot prevent hearing damage. A person's love for this country should mean not speaking out about the reality of the noise from the Navy jets around this community, and Ebey's Reserve. The issue of the noise from the Navy jets in this area around Coupeville and Ebey's Reserve is real. The noise has a negative effect on the lives of many persons living around the Coupeville OLF, including hearing damage.

(b)(6)

Clinton, WA 98236

1155

Aside from any noise issues, are there any physical changes in the planes from the Prowler to the Growler that might pose a health hazard to the Whidbey Island population and environment in certain circumstances? I would like this to be considered in the EIS. Thank you.

(b)(6)

1156

Lopez, WA 98261

I have lived on Lopez Island since 1983 and visited since '64. With the fly-overs of the F-18s we receive noise which makes it difficult to have a conversation, sleep or concentrate. Noise often continues until 11PM and not infrequently until 12 midnight and occasionally until 2AM. This is highly intrusive noise which rattles windows and contains a low frequency component I can feel in my body. We are told that we live in a low noise area because the Navy chooses to measure the noise we receive using averages (DNL – Day Night Average Sound Level). AVERAGING NOISE I request that the EIS study Realtime 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 realtime high noise events that we now experience? What will the Navy do to mitigate this noise?

Lopez, WA 98261

EMMISSIONS AND EXHAUST FROM JET PROPELLANT FUEL As a long time resident of Lopez Island I am very concerned about emissions and exhaust from the jet propellant fuel (JP5) used by the EA18G's. It appears that most of what we experience is coming from regular operations and maintenance runups. We frequently smell jet fuel on the island. Post combustion exhaust from jet engines contains carcinogenic pollutants which affect air, water and soil and are capable of poisoning animals as well as plant and aquatic life. Dumping fuel is another possibility. The Navy states that it only dumps fuel in emergencies, which are rare, and then only over Smith and Minor Islands at 10,000 feet. They say that the fuel is dispersed by the time reaches the ground. Many islanders have observed what appears to be fuel dumping. "Dispersal" when it reaches the ground means that it has entered a gaseous state and we are breathing it. How will additional aircraft impact our air quality? What about residues that sift down to the ground? Are our agricultural lands affected? Grayish residues have been reported on fruit crops. What is the effect on island residents breathing jet fuel emissions? Are jet fuel residues getting into our water supplies? Testing air quality, water quality and soil for residues of jet operations should be conducted in the four counties affected by the jets. Since the EA18G's burn conservatively 1,200 gallons (8,000 pounds) of jet fuel per hour these tests should be a priority. How will the Navy mitigate the effects of jet fuel emissions, exhaust and residues and fuel dumping on humans, endangered species, the Salish Sea and air and water quality in our region?

(b)(6)

1158

Lopez, WA 98261

#5. I am a Lopez resident and am concerned about the EA18G's effect on our San Juan County economy. How will San Juan County's economy be affected by the proposed additions of two more squadrons plus the 12 Australian EA18G's? A large component of our economy is tourism. Visitors arrive from all over the world to enjoy the National Monument lands, Wildlife Refuges and parks. They come for the beauty and the quiet not the noise of a war zone. I have friends who have B&B's who lose customers when the jets are flying. Kayak companies, whale watch boats, bicycle touring groups all lose business when the jets are either flying or the maintenance runups are funneling a wall of noise toward the San Juan Islands. Navy Whidbey's intrusive noise and overflights are incompatible with local land use in the region. How will the Navy mitigate the adverse effects to our San Juan County economy?

(b)(6)

Lopez, WA 98261

1159

AUSTRALIAN TRAINING As a resident of Lopez Island I am concerned about the 12 Australian EA18'Gs and their 3 year training program mentioned in the Navy's November 8, 2013 press release. These EA18G's need to be included in the EIS. Adding these aircraft to the original 13 proposed brings the total to be added to 25 EA18G "Growlers". Impacts of all areas of concern (Health Effects, Noise Averaging, Engine runups, Air Quality, Water Quality, endangered species, plant communities, aquatic life, Jet Fuel Exhaust and Emissions, Fuel dumping, and Economy) need to be based on 25 EA18G 's not 13

(b)(6)

1160

Lopez Island, WA 98261

I am a 40 year resident of the southend of Lopez island. I would like to see the health concerns addressed of citizens who are subjected to unacceptable noise levels(120-124dbA) from the NAS. jet aircraft for extended periods of time. These health concerns range from hypertension and heart disease to strokes and traumatic stress.

(b)(6)

1161

Lopez Island, WA 98261

I am a resident of the Southend of Lopez island. I have taught horse back riding to children here on Lopez Island for nearly 40 years. The noise level of the jets from NAS are disturbing to the horses, making them unsafe to ride at times. the children have to cover their ears and at times I have been unable to make my voice heard over the roar of the jets. This creates an unsafe situation for all involved. I would like to see the impacts of peoples livelihoods addressed before any more Growlers are allowed to train on Whidbey Island.

Navy Scoping 2013

NAS Whidbey

Prepared by (b)(6)
(b)(6)

The following comments are addressed to the U.S. Navy Environmental Impact Statement (EIS) scoping for the EA-18G Growler Airfields Operations at Naval Air Station (NAS) Whidbey Island.

I am a practicing physician in Washington State and trained in acoustic sciences as well as environmental safety among other things. All my comments are based on scientific studies or references to scientific journal articles. All citations are supported and included in the text and/or the bibliography.

I have included 18 areas of concern that I believe should be addressed in the EIS. I have discussed these issues extensively with many members of the community and have found unanimous support.

I have no issues with the mission of the US military. I have proudly served in the U.S. Navy myself during a previous war. My thoughts and comments are merely concerns for the safety and welfare of the total community relative to naval flight operations at NAS Whidbey.

1. The Environmental Impact Is Ignored

Prior EIS reports regarding flight operations at NAS Whidbey identified significant environmental impacts on civilian communities by flight operations emanating from Ault Field and OLF Coupeville. These impacts are discussed in detail below and consist of health impacts from aircraft noise and safety concerns with loss of life and property from an aircraft accident. The writers of these previous EIS reports say that there is no environmental impact when comparing their various alternatives. This is circular reasoning to justify actions already taken. Clearly, an environmental impact is taking place. In the current study additional Growler aircraft are proposed to be stationed at NAS Whidbey. The environmental impact may again be shown not to have “significantly” changed from operations without these additional aircraft. But once again a serious environmental impact will be demonstrated in spite of no change. Going from serious environmental impact to “no further significant change” does not obviate the fact that there is a serious environmental impact already in existence.

There are still residents of Whidbey, Fidalgo, Camano, and Lopez Islands who lived here prior to any naval aircraft operations at NAS Whidbey. These people can and have attested to the significant impacts that have occurred due to naval aviation operations.

An alternative plan that includes movement of many flight operations to an outlying field such as Quillayute, Moses Lake, or some other facility located in a relatively sparsely populated area should be considered. This would significantly reduce the environmental impact of noise, negative health effects, and accident potential over the higher population area surrounding NAS Whidbey and OLF Coupeville.

Conclusion

An environmental impact is demonstrated clearly by the data in prior EIS studies for NAS Whidbey and should be addressed in the DEIS. Alternatives should include development of a supplemental practice field as well as a reduction of flight operations in numbers and impact.

2. Average Noise Measurement (Ldn) is Inadequate

The use of average noise measurements as exemplified by the Ldn is useful for comparative purposes in some situation. Their use for aviation noise is limited unless special assumptions and criteria are used. There are several reasons.

First, the “Shultz synthesis” must be considered. Shultz collected data from many environmental noise studies and claimed to show a consistent relationship between Ldn and community annoyance. Based on his findings, several federal agencies have adopted standards of permissible Ldn levels for various activities related to highways, waterways, and airports.

Since Shultz originally published his synthesis in 1979, many authors have contested his findings. Griffiths¹ severely criticizes the methodology and hence validity of Schultz in deriving his annoyance curve. Bullen² cites Shultz’s use of a subjective verbal response “highly annoyed” in his synthesis. Using a linear, non-subjective scale, Bullen shows that Shultz underestimates community response to aircraft noise with his Ldn curve. Hall³ criticizes Shultz for collecting his data in different countries over many years. Hall studied community response in Toronto to aircraft noise vs. highway noise and concluded,

There is a difference between the community response to aircraft noise and to road noise when each is measured by Ldn. For the same noise level, a greater percentage of people are highly annoyed by aircraft noise. This difference in annoyance at the two sources is not constant, but increases as Ldn increases. The difference is equivalent to roughly 8 dBA at an Ldn of 55 dBA, increasing to roughly 15 dBA at an Ldn of 65 dBA.

The Navy in various communications regarding aircraft operations at NAS Whidbey has stated that Ldn values of 65 dBA are of concern and values above 75 dBA are incompatible. The results of Hall and others show that these values should be adjusted downward by approximately 10 dBA for aircraft noise. If Ldn values are to be used, community annoyance will occur at 55 dBA from aircraft noise and severe community response are predicted above 65 dBA. This is in agreement with a previous community study performed by FISE (Fidalgo Islanders for a Sound Environment).

Second, FISE completed 5,578 hours over 261 days of noise monitoring in 14 communities during 1988-1989 when Prowlers were deployed at NAS Whidbey. Two Quest Sound Level Meters were utilized (Models M-27 & M-28). These are "level 2" sound meters that are certified and calibrated to standards traceable to the Federal Bureau of Standards. A PhD in acoustics trained FISE members in the instrumentation and supervised the project. The instruments record sound continuously for 24 hours and give hard copies of average noise as well as statistical distributions of individual events. Logs were kept at each site to record Navy flight activity and its impact on the residents at the site. (3,000 pages of data are available for inspection.)

The results of the FISE noise measurements are shown in Table 1. The Ldn exceeded 55 dBA in most communities studied. In two communities, Guemes Island and Campbell Lake, Ldn was less than 55 dBA yet both were significantly annoyed by the aircraft noise. For example, some residents around Campbell Lake found that the aircraft noise occurred at night (during summer months) and interfered with sleep. Even though Ldn was 53, the noise that occurred came at bedtime. One physician called frequently to complain that sleep disturbances threatened his functioning in early morning surgery at Island Hospital. Measurements made at the physicians house showed loud noises at bedtime hours despite low noise averages (Figure 1).

Conclusion

On the basis of more current information, the Shultz Synthesis should be abandoned and an Ldn criterion of 55 dBA adopted as significantly impacting communities, hospitals, and schools and an Ldn of 65 dBA adopted as incompatible with residential existence.

Ldn measurements of 55 dBA and greater should be plotted. In addition to the flight pattern curves, continuous community studies in outlying areas should be included as listed in Table 1.

Furthermore, Ldn should not be utilized as the only criterion for community annoyance and compatibility with flight operations. The Ldn should be used in conjunction with frequency and intensity of single aircraft events as described in the next sections.

3. Noise Methodology Flawed

The methodology used for noise evaluation in the EIS consists of measuring noise for a typical aircraft operation and then multiplying that noise energy by the number of such flight operations according to Navy flight logs. A significant problem occurs when either component is inaccurate. Examples of both types of inaccuracies have been found in previous NAS Whidbey EIS studies as well as in community observations.

Errors in noise measurement were made by not making measurements on the San Juan Islands, especially Lopez Island where personal testimonial and community noise measurements demonstrated significant impacts (Table 1). In addition, measurements by the EIS study were

made at several sites during inappropriate times: Admirals Cove measurements made during use of runway 32 and not runway 14; Guemes Island during quiet, limited flight activities.

Errors in relying on Navy flight logs occur because pilots frequently stray from published procedures. This has been a recurrent theme throughout many years of public complaint and study of this issue. Even prior EIS studies unknowingly documents examples of this. For example, modeled Ault Field Daylight and Darkness FCLP tracts depict no tracts over Dewey Beach or Rosario Bluff yet residents of both have reported such activity on numerous occasions.

Conclusion

The noise data methodology in the past was flawed since it was based on some measurements made at inappropriate times or based on inaccurate and incomplete flight logs. The methodology should have included multiple continuous community measurement technique with observed flight activity logs. Such techniques were utilized by FISE and demonstrate significant adverse environmental and health impacts.

4. Use Frequency of Maximum Noise Levels in Addition to Ldn

Some authors have disputed the utility of Ldn measurements compared to measurement of maximum noises. Both Borsky⁴ and Stephens⁵ show that maximum dBA readings are better indicators of community annoyance. Generally frequent maximum sounds of 70 dBA or greater correlate in a linear fashion with community annoyance. Results from the FISE noise studies show that three communities stand out with incompatible frequency of maximum noise occurrences: Coupeville, Shelter Bay, and Deception Pass (Table 2). At those locations maximum noise frequently exceeds 90 dBA and often exceeds 100 dBA. Most other communities are seriously impacted with maximum noises often exceeding 70 dBA.

Conclusion

The frequency and loudness of maximum noise events generated during flight activities should actually be measured in homes, schools, and hospitals in the EIS study area. These should be correlated with community annoyance.

An alternative should be developed to reduce frequent maximum sound during flying to dBA's <80.

5. Use of Relative Loudness

Since Ldn adds a decibel penalty for noise between 2200 and 0700, it doesn't reflect the noise actually heard. The use of Leq and relative loudness obviates this deficiency. Leq is a measure of the noise actually heard and averaged over 24 hours. Acoustic physics have shown that for every increase in 10 dBA of sound measured, the human hears a doubling in loudness. For example, 60 dBA is twice as loud as 50 dBA and 70 dBA is four times as loud as 50 dBA. For noise

associated with intermittent events such as aircraft overflight, relative loudness changes that exceed a doubling are increasingly annoying to people. During the FISE noise study, Leq was measured during flying and no flying periods in all communities. These values are shown in Tables 3 & 4. Five communities experienced 2-3 fold increases in loudness during flying (Lopez, Shelter Bay, Oak Harbor, North Whidbey, and Oak Harbor). Three communities experienced intolerable increases in loudness with 3-8 fold changes (Rosario Bluff, Deception Pass, and Coupeville).

Conclusion

The use of relative loudness by comparing Leq while flying and not flying should be studied in all communities in the study area. An alternative should be included that reduces flight operations when loudness increases above 2-3 fold occur.

6. Health Effect - Startle Reaction

One medical effect of aircraft overflight occurs when people are exposed to loud peak dBA from low aircraft overflight or sonic booms. This can cause a startle reaction. When exposed to peak dBA in the 100-113 range, researchers measured increases in heart rate and avoidance behavior in subjects. There was no habituation to these effects over three days of study.^{6,7} Data from FISE noise studies, Tables 2, shows potential problems with startle reactions at Coupeville, North Whidbey, Deception Pass, and Shelter Bay where all have maximum dBA's above 100 during flying.

Conclusion

The EIS should address the issue of startle reactions. Frequency of maximum dBA's should be documented and medical surveys completed in affected communities.

7. Health Effect - Loss of Control

Study subjects who could chose the level of noise (70-105 dBA) had less subjective discomfort and lower excretion of cortisol and catecholamines during noise exposure.⁸ Another group demonstrated decreased performance and ability to make decisions during loud noise when they had no ability to stop the noise.⁹ Surveys show that loss of control over one's life is one of the most disturbing effects of low level military overflights and/or sonic booms on rural Americans.¹⁰ FISE noise studies, Tables 2 & 3, show that noise levels of 70-105 dBA were achieved in all communities during flying. Clearly residents have no control over the level of noise.

Conclusion

The EIS should address the issue of community residents experiencing a sense of loss of control during military jet flying.

8. Health Effect - Pediatric Behavior

In Canada, Innu children are very distressed by low military jet overflights.¹¹ In Germany extensive studies have revealed the following behavior in children associated with low overflights: terror, panic, screaming, freezing in place, palpitations, shaking, dizziness, bed wetting, sleep disturbances, nail biting, anxiety, slowed motor response, elevation of blood pressure and blood cortisol levels.¹² No habituation was observed. In one study, blood pressure and hormonal response occurred after just mentioning that a low flight was coming in those who previously experienced them.¹³

Conclusion

The DEIS does not but should address the issue of low level and loud military jet aircraft on children in affected communities. A survey should document the number of children in each community in the study area. Parents and children should be questioned about behavioral responses to overflights.

9. Health Effect - Psychiatric Effects

Two studies done around Heathrow Airport in London showed increased incidence of “nervous breakdowns” and admissions to psychiatric hospital in areas subjected to loud aircraft noise compared to those in quiet areas.^{14,15} A medical survey completed by residents near OLF Coupeville, Table 5, shows that many residents exposed to low level Navy jet overflights experience significant psychiatric symptoms. Several people reported hospitalization for stress related illnesses associated with aircraft overflights.

Conclusion

The EIS should complete medical surveys in all communities involved to document psychiatric and other medical effects of low level Navy jet operations.

10. Health Effect - Sleep Disturbances

Sleep can be disturbed in many ways by loud environmental noise. Single events of loud peak dBA are better predictors of disturbance than averaged values such as Leq and Ldn. Periodic noise is more disturbing than continuous noise. The indoor threshold is considered to be 35-40 dBA for falling to sleep. Arousal from deep sleep (NREM, stage 4) requires louder noise in the 70 dBA range. The usual cycles of sleep and EEG patterns are affected occasionally (10%) at 40 dBA and often (60%) at 70 dBA. Children are less susceptible and the elderly more susceptible to noise induced disturbances. These disruptions can lead to symptoms of fatigue, lethargy, decreased efficiency, anxiety, and desiring to be left alone, and can lead to health disorders or interfere with convalescence from illness.¹⁶⁻²²

FISE noise studies show that periodic peak dBA's during jet flying are routinely above 70 and often above 90 in many communities (Tables 2 & 3). These are outdoor measures which will translate to indoor measures of approximately 10 dBA less with windows open and 20-25 with windows closed. Therefore, sleep disturbing levels are frequently found in the study area during flying. Simultaneous indoor/outdoor studies utilizing two sound meters were made near OLF Coupeville, (Figures 2 & 3). Results document that indoor levels with windows closed are well above those expected to prevent sleep. A medical survey completed by residents near OLF Coupeville, Table 5, shows that many residents exposed to low level Navy jet overflights experience significant sleep disturbances.

Some residents around Campbell Lake found that the aircraft noise occurred at night and interfered with sleep. Even though Ldn was 53, the noise that occurred came at bedtime. One physician called frequently to complain that sleep disturbances threatened his functioning in early morning surgery at Island Hospital. Measurements made at that physician's house (Figure 1) showed loud noises at bedtime hours despite low noise averages. These substantiated his claims of sleep interference.

Conclusion

The EIS should address the issue of sleep disturbance by making indoor measurements of maximum dBA in affected communities during flying. A survey of residents in the study area should document the extent of this problem. An action alternative that removes FCLP and approach practice at Ault Field and OLF Coupeville between 2200 and 0800 should be developed, studied, and implemented.

11. Heath Effect - Speech Interference

Speech interference will generally occur with background noise exceeding 60 dBA, especially when it exceeds 80 seconds/hour.²³ The USAF has published a table of speech interference with noise and distance. It shows that background noise of 60-70 dBA will generally interfere with telephone usage and speech at a 3-6 foot distance.²⁴

FISE noise studies, Table 3, show that average dBA exceeds 70 during many minutes a day during outside measurements in most sites studied. Indoor measurements at Coupeville, Figures 12-13, show speech to be impossible for long time periods during flying. In addition, resident logs kept during flight activities frequently mentioned interference with speech, telephone, and listening to music or television.

Conclusion

The frequency and duration of noise generated during flight activities should actually be measured inside and outside homes, schools, and hospitals in the EIS study area. These noise levels should be correlated with speech interference testing.

12. Health Effect - Performance Interference

As noise increases, both reaction time and number of errors increase, especially for more complex tasks. These effects are seen at continuous levels above 90 dBA or at lower levels that have a high frequency component (jet engine), intermittency, are unexpected, or are uncontrollable. These performance effects may last after the noise stops especially when the noise source is unpredictable or uncontrollable.²⁴⁻²⁷ FISE noise studies, Tables 3, show that measurements expected to interfere with performance are often encountered. In addition, resident logs kept during flight activities frequently mentioned interference with speech, telephone, and listening to music or television, reading, writing, thinking, and sleep.

Conclusion

The frequency and duration of noise generated during flight activities should actually be measured inside and outside homes, schools, and hospitals in the EIS study area. These noise levels should be correlated with performance interference testing.

13. Health Effect - Noise Induced Hearing Loss

Exposure to loud noise, either periodic or continuous can produce a temporary threshold shift (TTS). With further exposure a permanent noise induced hearing loss (NIHL) occurs. Thresholds have been measured in various circumstances: 105 dBA for multiple single aircraft overflights or 115 dBA for a single overflight in a day, 102 dBA for impulse noise and 107 dBA for steady noise. Several studies have shown that aircrew or airport workers can have TTS with short exposures to 117-128 dBA and NIHL with 10 years of exposure in the 86-92 dBA range during an eight hour work day. The USAF set work place noise exposure standard at 30 min for 100 dBA, 13 min for 105 dBA, 5 min for 110 dBA, and 2.2 min for 115 dBA. When referring to averaged noise measures, experimental data suggests a threshold at $Leq = 70$ dBA and the EPA has adapted this value as a level of protection with a margin of safety.²⁸⁻³⁴ FISE noise studies show that three areas, Coupeville, Deception Pass Park, and Shelter Bay (Table 2) experience noise exposure that puts them at the threshold of hearing damage. Personal testimonial indicates that Dugualla Bay area residents and workers are also excessively exposed although measurements are not available. In a medical survey completed by residents near OLF Coupeville, (Table 5), 53 % said they believed they were losing their hearing over and above the normal aging loss.

Conclusion

Noise measurements documenting frequency and maximum intensity during flying should be made as part of the EIS in critical areas such as around OLF Coupeville, Dugualla Bay Farms and residences, Shelter Bay residences, Deception Pass State Park and surrounding residences. These measurements should be correlated with the thresholds for hearing loss listed above. The EIS should complete medical surveys in all communities involved to document hearing loss. Audiograms should be offered to affected citizen to document

hearing loss. Where possible, the audiograms should be compared to previously recorded ones.

14. Health Effect - Medication Usage

A study in one community showed that the use of prescription drugs for sedatives, hypnotics, antacids, and antihypertensives increased significantly after opening a runway that resulted in loud aircraft overflight.³⁵ In general the physiologic and psychological responses to loud environmental noise increase requirements for medical care and medications. A medical survey completed by residents near OLF Coupeville, Table 5, shows that many residents exposed to low level Navy jet overflights experience stress induced illness requiring treatment by a physician.

Conclusion

The EIS should complete medical surveys in all communities affected by flying to document stress induced illnesses and the use of medications to treat them.

15. Health Effect - Hypertension

Experimental studies have shown: (1) increases of systolic and diastolic blood pressure with exposure to 85 dBA for 8 hours³⁶ and (2) increases of blood pressure and blood cortisol during playback of military jet overflights with 100-125 dBA.³⁷ In patients with essential hypertension, exposure to noise at 105 dBA for 30 min further increased blood pressure and peripheral vascular resistance.³⁸ Epidemiologic studies have shown elevated blood pressure and hearing loss in many of 433 children exposed to military jet overflights at 75 meters compared to controls.³⁹ Eighty five workers exposed to 85 dBA showed elevations of systolic and diastolic pressures compared to age matched controls not exposed. A review of 40 studies showed a consistent correlation of prolonged high intensity industrial noise and hypertension.⁴⁰ FISE noise studies, Table 2, show that many communities are exposed to noise at or above the thresholds cited in studies to induce hypertension. A medical survey completed by residents near OLF Coupeville, Table 5, shows that many residents exposed to low level Navy jet overflights experience stress induced illness requiring treatment by a physician.

Conclusion

The EIS should complete medical surveys in all communities affected by flying to document the incidence of hypertension and compare it to the expected incidence in communities not exposed to the noise and stress associated with military jet operations.

16. Safety and Aircraft Crash Potential

This section addresses a primary concern of FISE regarding the safety of operation of Navy jet aircraft in the vicinity of NAS Whidbey. The immediate area of NAS Whidbey includes

overflight of three of the fastest growing counties in Washington (Island, Skagit, and San Juan), six major communities (Oak Harbor, Coupeville, Deception Pass State Park, Shelter Bay, Guemes, and Anacortes), and two oil refineries.

In a previous evaluation Navy data revealed that in flight operations around NAS Whidbey, 29 aircraft crashed between 1967-1990. Of those crashes, 11 occurred within 15 miles of Ault Field at NAS Whidbey. Within this 15 mile radius are located five civilian areas of concern.

(a) OLF Coupeville is a small naval auxiliary airfield surrounded by a residential community. Annually 20,000-30,000 FCLP operations are carried out, mostly at night. The civilian residents of the area are subjected to frequent noise, vibration, and anxiety about crashes as a result of these operations. A large community organization WISE has often complained about this situation. The Navy has continued operations under “waivers” at this site due to runway inadequacies and has persisted in operation despite repeated warning from local residents and government officials.

(b) Shelter Bay is a community located at LA Conner, 6.9 miles east of Ault Field directly off the approach/departure corridor for runway 25/07. It experiences frequent overflights of low level jet traffic and is subject to considerable noise impact and risk of civilian casualty.

(c) March Point is a small peninsula on Fidalgo Island 11 miles northeast of Ault Field. The peninsula is the site of two major oil refineries as well as several smaller chemical industries. Several of the routine approaches to NAS Whidbey bring jet aircraft on a ground track over March Point. These include HI TACAN 7 & 13, GCA 7 & 13, as well as many vectored and visual approaches. The refineries contain billions of pounds of explosive and toxic substances. Among these are substances which have a potential for support of fires (4.4 billion pounds), explosive pressure release (160 million pounds), chemical reactivity (400,000 pounds), acute health effects (4.7 billion pounds), and chronic health effects (4.4 billion pounds).

In communicating with both refineries, it is apparent that their disaster plans are poorly conceived and don't include the possibility of a navy jet having lost control and crashing into multiple containment facilities for these toxic substances. In fact, during February of 1991, a small scale disaster occurred at Texaco wherein a pump casing exploded and a large quantity of unrefined oil escaped onto land at the refinery. Some of this oil subsequently entered Puget Sound. Texaco's response was characterized by slowness and chaos. Texaco seemed unsure how to proceed with water cleanup and animal rescue procedures. Community concerns were raised about the effectiveness of either company responding to a large scale disaster.

(d) Guemes Island is located 13.9 miles north of NAS Whidbey and one mile north of Anacortes. Prior to 1988, this small island community was rarely overflown by A-6 traffic. In 1988 NAS Whidbey arbitrarily made a decision without following the NEPA process to place a radar turning point at Cap Sante and vector aircraft away from Anacortes and over Guemes. Since that time Guemes has been subjected to exponential increases in noise energy and accident potential. The Guemes Island Environmental Trust (GIET) was formed and filed suit against the Navy, claiming a violation of their rights under The National Environmental Policy Act. In early 1991, the commanding officer of NAS Whidbey announced to the GIET that the radar turning

point would be removed from Cap Sante. Subsequently, A-6 traffic has flown over Anacortes, avoiding Guemes. As the noise and safety issues increase over Anacortes, similar thoughts of lawsuit are entertained by residents of Anacortes for yet another violation of the NEPA process.

(e) Oak Harbor is a small city located two miles south of Ault Field. It is located directly off the approach/departure corridor of runways 31/13. Because of its proximity to NAS Whidbey, Oak Harbor's business and residential community is particularly at risk of damage from an accident. NAS Whidbey has the smallest land base associated with jet operations of all Naval facilities (<5,000 acres.) No new Navy land of significance has been purchased since the 1940's. The Navy's aviation operations have encroached significantly on the surround communities since 1985. Island County is one of the fastest growing populations in the state and is composed of many retirement and recreation oriented people.

Local citizens groups including FISE have repeatedly offered solutions to mitigate many of the factors contributing to safety dangers. The cost of them might be high in absolute terms but reasonable in relative terms compared to potential property damage and liability claims in legal actions arising out of a disaster at Coupeville, Oak Harbor, or the oil refineries on March Point.

- (a) Building an alternate landing field at a remote site such as Quillayute on the Olympic peninsula some 84 miles from NAS Whidbey would allow FCLP and other operations to occur away from populated areas and continue all night if desired. Cost estimates of \$25 million have been alleged for restoring the existing field to Navy standards. Additional costs would include the added time of flight of approximately \$840/round trip (25.2 minutes @ 400 KTS \$2,000/hr.)
- (b) The cost of relocating operations to Lemoore, CA or Oceana, VA may be significantly less when all factors are considered. These sites have existing facilities and surrounding property that buffers them from noise and safety considerations.

Conclusion

Significant navy jet related accident potential exists within 15 miles of NAS Whidbey. A-6's have often crashed due to materials failures that result in loss of ability to control the aircraft. Due to the small size of Navy land holdings and the growing civilian residential, business, and industrial communities surrounding NAS Whidbey, a navy jet crash will eventually cause a community disaster. The EIS should address the issue of jet flight operations encroachment on the surrounding communities. The Navy should abandon its philosophy of designating accident zones in community property and replace it with one of eliminating the accident risk by purchasing the areas at risk or removing flight operations to areas where they own the land at risk. Flight operation over particularly sensitive area should be eliminated. One of these is the March Point refinery complex on Fidalgo Island. The EIS should include an alternative that removes flights from the populated areas in the EIS study area to a remote area where encroachment by the Navy on the community is reduced or removed. A cost analysis of implementing such an alternative should be included in the EIS.

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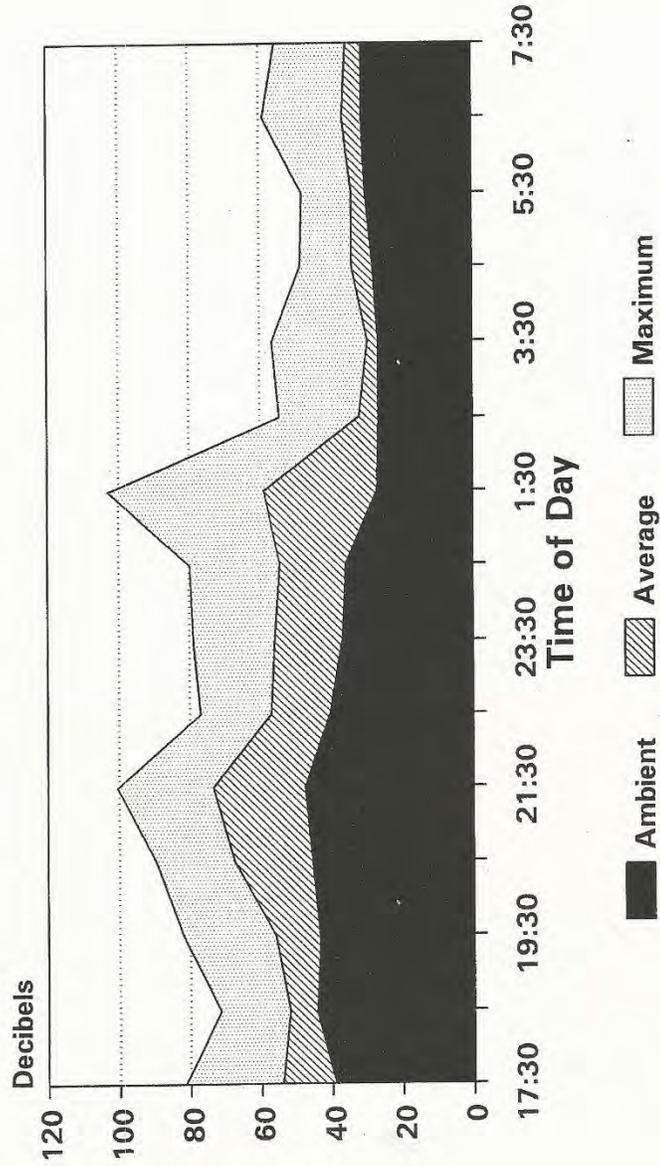
Table 1

**FISE Noise Study
Measurement Site Locations
Ldn All Measurements**

Community	Ldn: All Dates	Address of Site	DEIS Equivalent Site
Coupeville	79.9	South Admiral Drive	6
Dugualla Bay	62.5	East Dugualla Road	11
Oak Harbor	63.4	Polnell Road	NA
North Whidbey	63.5	Park Lane off Troxel	NA
Deception Pass	70.3	State Park	NA
Dewey Beach	58.7	Yokeko Drive	NA
Rosario Bluff	59.6	Taylor Road	1
Fidalgo Ginnett Rd	54.0	Ginnett Road	NA
Campbell Lake	52.7	Campbell Lake Road	NA
Shelter Bay	62.4	Tillamuck & Klamath	10
Skyline	56.3	Skyline Way	2
Guemes	53.6	South Shore Road	9
Lopez	58.2	Whatmough Bay	NA
Orcas	49.2	Moss Hill Road	NA

Figure 1

Sleep Disturbance by Navy Jet Noise Campbell Lake Road 7/18/89



Leq = 61.5, Ldn = 63.8

Table 2

FISE Community Noise Study 1989-1990: Maximum Noise During Navy Jet Flying 5,578 hours (261 days) utilizing Quest M27 & M28 Sound Level Meters													
Community	Flying												
	M70	M75	M80	M85	M90	M95	M100	M105	M110	Lmax			
Coupeville	3 ± 4	3 ± 4	7 ± 7	6 ± 3	12 ± 9	14 ± 7	14 ± 8	14 ± 7	5 ± 7	111 ± 4			
Duguala Bay	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA			
Oak Harbor	28 ± 8	24 ± 12	27 ± 15	17 ± 13	4 ± 2	1 ± 0	0	0	0	96 ± 5			
North Whidbey	68 ± 52	34 ± 20	8 ± 3	1 ± 0	1 ± 1	1 ± 1	0	0	0	94 ± 8			
Deception Pass	86 ± 47	49 ± 14	38 ± 23	12 ± 3	11 ± 9	10 ± 14	5 ± 6	2 ± 2	0	105 ± 6			
Dewey Beach	57 ± 29	22 ± 4	9 ± 4	1 ± 1	1 ± 2	0	0	0	0	88 ± 3			
Rosario Bluff	80 ± 55	57 ± 44	16 ± 11	3 ± 2	1 ± 1	0	0	0	0	92 ± 3			
Fidalgo Ginnett Rd	26 ± 6	16 ± 1	11 ± 1	2 ± 0	1 ± 1	0	0	0	0	89 ± 4			
Shelter Bay	63 ± 50	38 ± 23	23 ± 20	6 ± 4	3 ± 3	2 ± 4	1 ± 1	0	0	99 ± 9			
Skyline	70 ± 19	16 ± 11	4 ± 2	1 ± 1	0	0	0	0	0	85 ± 3			
Guemes	21 ± 9	11 ± 2	6 ± 3	2 ± 1	1 ± 1	0	0	0	0	89 ± 3			
Lopez	16 ± 8	6 ± 2	1 ± 1	1 ± 0	0	0	0	0	0	88 ± 4			

All measurements are mean ± standard deviation
 NA = Not Available
 M70 = Number minutes when maximum sound was in the 70-74 dBA range
 M75 = Number minutes when maximum sound was in the 75-79 dBA range
 M80 = Number minutes when maximum sound was in the 80-84 dBA range
 M110 = Number minutes when maximum sound exceeded 110 dBA
 Lmax = Maximum dBA recorded during entire day

Table 3

FISE Community Noise Study 1989-1990: Average Noise During Navy Jets Flying 5,578 hours (261 days) utilizing Quiet M27 & M28 Sound Level Meters

Community	Not Flying		Flying												
	Leq	Ldn	Leq	A65	A70	A75	A80	A85	A90	T65	N65	L90	AN		
Coupeville	45.2	50.8	76.1	14±8	28±15	35±13	26±24	20±27	12±24	136±65	53±35	38±0.5	38±7		
Duquella Bay	45.3	49.5	59.9	22±7	20±11	7±5	2±2	0	0	50±21	11±10	39±0	25±2		
Oak Harbor	48.3	49.1	62.4	NA	NA	38±1	26±3								
North Whitbey	45.7	47.9	60.6	NA	NA	37±1	26±3								
Deception Pass	45.6	48.0	70.7	NA	NA	40±1	31±4								
Dewey Beach	52.4	54.4	58.5	40±30	20±18	1±1	0	0	0	61±46	9±18	39±1.3	21±3		
Rosario Bluff	42.2	46.6	59.9	NA	NA	40±1	21±1								
Fidalgo Gimnett Rd	48.9	50.7	51.2	8±4	2±1	1±1	0	0	0	10±5	1±0	38±0.5	16±2		
Campbell Lake	48.5	52.6	50.3	4±2	2±1	0	0	0	0	6±3	0	39±1.0	13±2		
Shelfer Bay	44.7	53.6	56.9	20±19	7±6	2±3	1±1	1±1	0	30±26	5±11	39±1.6	19±4		
Skyline	50.3	55.7	52.4	7±1	4±3	1±1	0	0	0	12±5	1±1	39±0	16±2		
Guemes	44.7	51.0	52.9	10±9	2±2	1±1	0	0	0	13±11	1±3	39±0.4	15±3		
Lopez	48.6	53.5	60.1	7±5	2±1	1±1	0	0	0	11±6	1±1	39±0.5	19±4		
Orcas	46.2	49.2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		

All measurements are mean ± standard deviation except Leq & Ldn which are calculated from all measurements during the specified period
 NA = Not Available
 Leq = Equivalent sound level, i.e., all sound energy averaged over the time period
 Ldn = Equivalent sound level day-night (10 dBA penalty for sound between 2200-0700)
 A65 = Number of 1 minute Leq's that were in the 65-69 dBA range
 A70 = Number of 1 minute Leq's that were in the 70-74 dBA range
 A75, etc as above
 A90 = Number of 1 minute Leq's that exceeded 90dBA
 T65 = Sum of all A65-A90 minutes, i.e., all one minute events exceeding 65 dBA (almost all of these represent military jet activity)
 N65 = Same as T65 except only those events between 2200-0700 hours
 L90 = Leq exceeded during 90% of all recordings (Represents ambient sound, i.e. the average quiet background noise)
 AN = Ldn-L90, a measure of human annoyance with noise pollution. Where community response is: AN 7 = no response; AN 11 = sporadic complaint; AN 17 = widespread complaint; AN 26 = threats of litigation; AN 33+ = vigorous action

Table 4

FISE Community Noise Study 1989-1990: Relative Loudness 5,578 hours (261 days) utilizing Quest M27 & M28 Sound Level Meters				
Community	Not Flying		Flying	
	Leq	Leq	Leq	Relative Loudness*
Coupeville	45.2	76.1	8.1	
Duguala Bay	45.3	59.9	2.8	
Oak Harbor	48.3	62.4	2.7	
North Whidbey	45.7	60.6	2.8	
Deception Pass	45.6	70.7	5.7	
Dewey Beach	52.4	58.5	1.5	
Rosario Bluff	42.2	59.9	3.4	
Fidalgo Ginnett Rd	48.9	51.2	1.2	
Campbell Lake	48.5	50.3	1.1	
Shelter Bay	44.7	56.9	2.3	
Skyline	50.3	52.4	1.2	
Guemes	44.7	52.9	1.8	
Lopez	48.6	60.1	2.3	
Orcas	46.2	NA	NA	

Leq = Equivalent sound level, i.e., all sound energy averaged over the # of hours
 * Perceived loudness changes 2 fold for each 10 dBA increase in noise

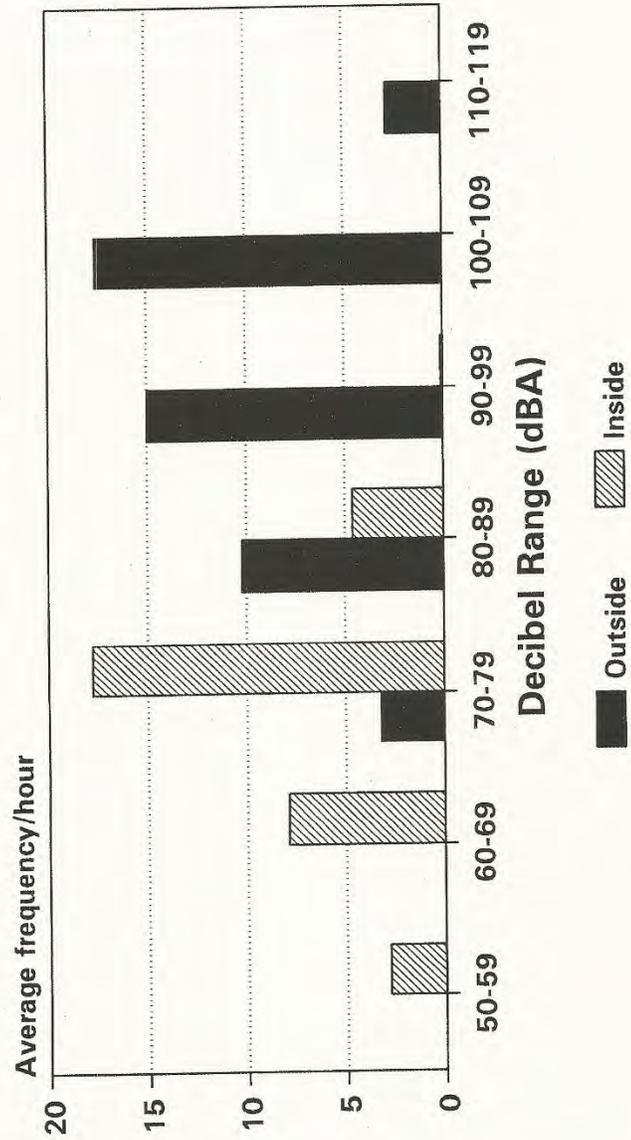
Table 5

Community Health Survey
OLF Coupeville Area
139 Respondents

- 93% said that their overall feeling of wellness had been impacted adversely by Navy aviation operations at OLF
- 76% said they were under physical and mental stress
- Of those reporting stress, 29% said that they had seen a doctor at least once for stress induced illness
- One person reported being hospitalized twice
- 92% of residents surveyed reported that their normal sleep patterns were interrupted by Navy operations
- 53% said they believed they were losing their hearing over and above the normal aging loss
- 87% reported that their houses vibrated as a result of low level flights

Figure 2

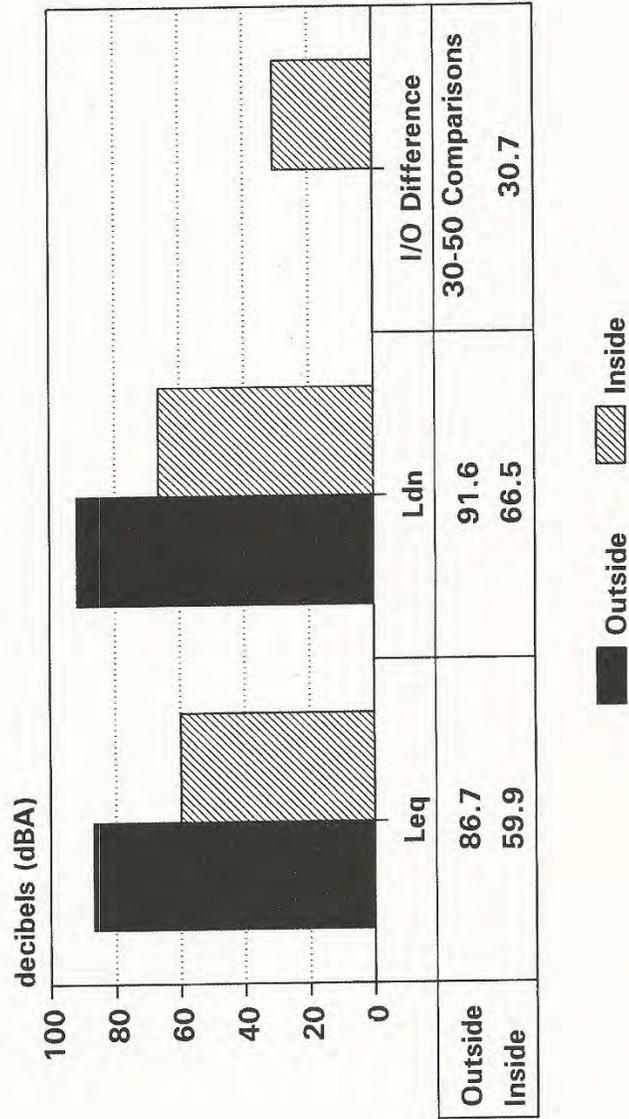
Residential Peak Noise Outside vs Inside



Coupeville (N = 8), 1992

Figure 3

Residential Average Noise Outside vs Inside



Coupeville (N = 8), 1992

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF EA-18G EIS Project Manager (Code EV21/SS)
Date: Sunday, December 08, 2013 3:01:57

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

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

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

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

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

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

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

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

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

OTHER COMMENTS: We have been residents of Admiral's Cove since 2010. Our home lies under the final approach pattern for all North bound landings. The increases in use during the period we have lived there made outside activities impossible except with ear protection. For gardening, etc., we have had to use ear plugs to avoid the painful volume level if we were gardening or doing any outside activity.

We support appropriate training opportunities for flight personnel in un-populated locations.

Thank you

(b)(6)

Coupeville, WA 98239

Mailing address: (b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS Growler Operations @ Whidbey NAS
Date: Wednesday, January 01, 2014 15:20:24

Navy,

We, the people that live by Whidbey NAS, do not want the Navy to use or expand the NAS in the future.

Clearly, the local population is negatively impacted by the waste and misuse of the Navy resources flying jets in populated areas with the following negative effects:

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

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

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

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

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. **ALTERNATIVES TO OLF:** The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

Additional comments:

1. Use of Whidbey NAS is a serious negative noise, health, safety, environmental, and property value issue for most local residence. The Navy does not seem to care that the majority of local residence in Skagit and Island Counties are kept awake at 10pm, 11pm, midnight, etc by extreme noise from Navy jets using an outdated facility. I have lived within 15 miles of Whidbey NAS for 45 years and the noise and other associated destruction from the NAS is clearly more pronounced now than any time in the past. Most local people are not interested in seeing our beautiful area in this part of the State ruined by the Navy. The "Sound of Freedom" is a stupid, out of date cold war slogan that is false - it more resembles the "Sound of Waste" and massive human and environmental destruction.

Regards,

(b)(6)

(b)(6)



From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS Response
Date: Thursday, December 26, 2013 16:31:14

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

SCOPE:

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

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

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

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

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

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. **ALTERNATIVES TO OLF:** The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

Additional comments:

1. This is not just an Island County problem. This noise pollution also affects San Juan County and Skagit County. In Skagit County it affects Mount Vernon as well as Anacortes and Fidalgo Island. The Navy must acknowledge this because an EIS open house meeting was held in Anacortes Dec. 5; no meetings were held in Mount Vernon or the neighboring San Juan Islands.

2. Skagit County has no ordinance requiring home buyers to sign a noise-disclosure statement, acknowledging buyers have been warned about jet noise. When my home was purchased in Skagit County on Fidalgo Island prior to 2005, jet noise was not as loud or long or into the early morning hours. Now during the day, phone conversations are halted because of the noise; windows have to be shut to hear the TV. At night, despite the fact it may be a warm and balmy night, windows have to be shut to attempt to sleep. We did not purchase property in a Navy flight-training zone.

3. Every time I'm awakened after 10 p.m., because of the jet noise I will call, as I did this last summer 2013, the offices of the Congressional delegation. Not only that of Rick Larsen who apparently, as an Everett resident when he's in the district, doesn't hear the noise, but also Sens. Patty Murray and Maria Cantwell. This is a public relations debacle for all three, considering the tourism issue in the islands in the summer.

4. The Navy says, according to a story in the Seattle Times, “night training is critical to pilot training, especially for night landings on aircraft carriers.” However in the same article, Mike Welding, the air station’s public affairs officer, is quoted as saying the Growlers “the new jets, won’t be used on aircraft carriers and therefore won’t need to do the touch-and-go training flights from OLF.” So why the night flights?

5. This is not your father’s or grandfather’s planes. The landing strip was built in World War II when planes were fewer, slower and quieter. When the term associated with this noise pollution, “The Sound of Freedom,” was coined, it did not take into account the 7,682 flights in 2005, the 9,669 in 2012 and the 5,688 flights in the first five months of 2013. The only reason there were not more flights in 2013 was because the Navy suspended flights in May due to citizen complaints.

6. In 2005, the Navy did an Environmental Impact Assessment instead of a complete environmental impact statement before flying the Growlers. Yet the same people who have been employed for upwards of 30 years as environmental specialists for the Navy will be in charge of the impact statement. No conflict of interest there?

7. The jet noise is not the sound of freedom, unless the Navy considers area residents the enemy. It is the sound of cash registers in Oak Harbor.

(b)(6)

Anacortes, WA 98221

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: EA-18G EIS
Date: Friday, December 27, 2013 15:35:15

To whom it may concern,

In reference to the above-referenced EIS, I would like to add my comments and become a party of record. Our family has lived in the Central Whidbey area for the past 20 years. Until the arrival of the EA-18G we have never been as negatively affected. Navy leadership has been conspicuously silent and unresponsive with negative community issues.

As the previous EIS relating to bringing the "Growler" to NASWI was woefully inaccurate and misrepresented operations and operational impacts now being encountered, I would like this EIS to objectively (and honestly) address the following adverse conditions now affecting the Whidbey Island community:

NOISE AND FLIGHT PATTERNS

Contrary to the Navy's assurances, the noise levels created by the Growlers are obviously louder and more irritating than the Prowler as perceived by the human body. The Navy is using computer modeling which presents sound levels consistently lower than those detected by real-time acoustic testing. This raises red flags and infers an effort to lessen the noise created by the Growler's operation. How is the Navy going to reduce the Growler's noise impact, other than time-weighted averaging (which works in theory only, not in the real physical world that humans exist)?

The flight patterns of the Growler have expanded outside the published flight path mapping. In my calls to the Operations desk this deviation has been met with a variety of explanations, ranging from "there is no change" to "it's just the new pilots".

HEALTH IMPACTS

This EIS needs to address the adverse impacts to human health and well-being of the children and adults living within the operational areas of the Growler. What will be done to mitigate sleep-pattern disruption to our citizens? My job requires me to be just as alert as Growler/Prowler flight personnel. As my day begins at 4am, this is not possible with OLF flights lasting until midnight or 2am (2012). Citizen groups have also expressed health concerns ranging from cardiac to mental health and learning difficulties in children.

COMMUNITY PROPERTY VALUES

Prior to the arrival of the Growler, the Central Whidbey community was the "gem" of the island as a highly-desireable area. Now with the adverse conditions associated with Growler operations, property values have dropped, rendering properties virtually impossible to sell. In the meantime, Island County continues to assess properties in affected areas at rates not representing real-world conditions. The Navy needs to address how to mitigate the decline of our community property values due to the Growler's operations.

SAFETY

Citizen groups have pointed out that the OLF site does not meet current safety requirements. I am not familiar with the existing short-comings, but imagine they would be related to runway conditions, lack of water supply for firefighting operations, and land-uses of areas of areas within flight operations, e.g. neighborhoods, businesses, schools, parks. What are the deficiencies, and how is the Navy meeting them?

COMPLAINT RESOLUTION

Currently, citizens utilizing the phone number for filing complaints related to OLF operations have encountered long waits, no answers; and when answered, personnel ranging from polite, to indifferent, to surly. No resolution is publicized despite claims that each complaint is reviewed.

The Navy needs to address how it will handle citizen concerns in a transparent manner.

OPTIONS FOR ALTERNATIVE SITES

The EIS must include the availability for sites in more appropriate areas less affected by noise, health, environmental, safety, land use issues.

COMMUNITY SOCIAL IMPACTS

The Navy has remained virtually silent on the voiced concerns, while the presence of the Growler and the conditions it has created have divided our community. Lines drawn along Navy personnel and business concerns, conflict with citizens living in the Growler's area of operations.

The EIS must address the extent of this divide and how it can be eliminated.

(b)(6)

Coupeville, WA 98239

Sent from my iPad

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Admirals Cove and The Sound of Freedom
Date: Thursday, December 19, 2013 10:14:53

To Whom It May Concern,

To those complaining about the aircraft noise at OLF Coupeville and AULT for that matter.-----GET OVER IT! It is the sound of freedom got it! It is why you get to waste your time on fighting something you should be embracing.

If you signed the disclosure and now realize that you don't like the occasional noise disruption of our boys staying proficient so they can protect those freedoms then sell and move.

If your Realtor hid the disclosure from you then sue them and get you money back and move!!

For myself I am pleased that OLF Coupeville is so close to AULT field so we can save tax payer money in fuel costs and can easily tolerate the minor annoyance of the occasional noise.

(b)
(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Fw: Be Heard By The U.S. Navy
Date: Tuesday, December 17, 2013 17:05:51

----- Forwarded Message -----

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

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

1. Select FORWARD from your email
2. In your email TO: type WhidbeyEIS@navy.mil
3. In your email cc: type citizensoftheebeyreserve2@gmail.com
4. You can now enter your Name and Comments in the document inserted below
5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
6. Send Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF To the Navy: WhidbeyEIS@navy.mil Copy to: citizensoftheebeyreserve2@gmail.com

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

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

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

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

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

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

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. **ALTERNATIVES TO OLF:** The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

OTHER COMMENTS: (type any additional comments you have here) New areas are being affected by air noise.

We bought property outside the flight patterns of the base. The new noise is unacceptable.)

This message was sent to (b)(6) by Ken Pickard through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-6342165-x0Vi1y>

Want to make a donation? MoveOn is entirely funded by our 8 million members—no corporate contributions, no big checks from CEOs. And our tiny staff ensures that small contributions go a long way. Chip in here.

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

<<http://petitions.moveon.org/o?i=17437-6342165-x0Vi1y>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Comments regarding the EIS for "Growler" Operations at the Coupeville OLF
Date: Tuesday, December 17, 2013 13:03:31

On June 19th of this year, Navy planes flew low over my home repeatedly. They were so noisy that my ears hurt badly from the loud booming noise. I couldn't carry on a conversation in my house or the yard. With that, I understood why my friends and relatives in the town of Coupeville are so upset by the repeated practice landings at OLF, when the planes fly low over the town. At the meeting on Dec. 3rd in Coupeville, I asked a pilot why they fly low over the hospital and schools in Coupeville. He responded that with the strong winds on Whidbey Island, they have no choice but to fly low over the town, even though they would prefer not to. If this is so, I believe that the Navy should not be using the OLF for these training flights.

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. The P-8A Environmental Impact Statement (EIS) did not readdress the impact of the EA18G Growlers on Whidbey Island. The initial 2005 EA18G Growler EIS was erroneous. It did not address the many low flying flights to OLF over the town of Coupeville with its schools and hospital which are only 4 miles from the OLF. We need a safety assessment that shows the projected frequency of flights, how low the flights will be, the daily noise impact when flights are numerous, the danger level of Field Carrier Landing Practice (FCLP) and how the military will ensure a safe flying level is maintained.

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

HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency. What noise levels are considered safe for citizens exposed to numerous flights in 24 hours? Also, my relatives who live close to Ault Field say that they often smell fuel as planes fly over their homes. The Navy has told them that the planes are dispersing fuel. How does this dispersed fuel affect the health of local residents?

SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated Coupeville OLF and flies at low altitudes over residences and businesses. We are told FCLPs are dangerous flights and that's why practice is needed. If FCLP training flights are so dangerous, they should be made over unpopulated areas instead of populated Whidbey Island.

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. Local residents have expended a lot of time and resources to preserve this wonderful Reserve.

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.

Thanks for the opportunity to make these comments.

(b)(6)

Coupeville, WA 98239

From: (b) .
To: [\(b\) VAFAC LANT VAQ ops EIS](#)
Subject: citizensoftheebeyreserve2@gmail.com
Date: Sunday, December 15, 2013 20:06:00

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

SCOPE:

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

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

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

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OTHER COMMENTS:

Greetings,

I live very close to OLF and the jets fly over our house frequently. Did we ever love that fact? No of course not, but we settled on a reasonable flight schedule and accepted it as part of life. But like so many things in life, as we become more educated, more populated and more appreciative of nature and a gentler life we change. Change is the strength of our nation and it is now what all the fuss is all about.

It is clear to me that a desire to change is what makes us rethink the old ways and consider and adopt new strategies. So lets start with the question should we change?

Clearly with so much passion concerning the OLF change seems to be inevitable. With the confusing data the science is not always clear. The Navy measures decibels one way, the environmental studies another way,....this needs to be corrected. Let us please measure the jet noise in real time and get on the same page. I can tell you that though I can be and like to be a scientific minded person, I am mainly a common sense and gut approach person. After all if you just come to visit me once when the jets fly I am certain you will understand the noise plague we have endured. I do not think the Navy has to leave, they simple need to change, grow and fly where they do the least harm. No one I know has ever wanted the pilots to have an unsafe flight, but why not maximize everyone's health and safety? This is the goal.

Being middle aged has holding the planet and it's inhabitant's health in the highest regard. There are other viable solutions for the Navy to take and I will not list all of them here as it must be old hat to review. To me it seems simple, it is the Navy's reputation to act omnipotent that is the crux of the issue. Imagine how different it could be if the Navy hopped on board to hear our concerns and work towards a solution. Instead of flipping data and telling half truths and worse(lies) to the public. A people that are awakening to a greater concern and awareness in many matters.

I work in an office of many Navy wives. After showing them flight data and sharing my experience over the last 20 years they were sympathetic! They feel their husbands jobs are on the line and they worry. But when you have a nice heartfelt talk about your concerns,....they are concerned too. Deep down I have always felt people are basically the same, with the same fears,hopes and dreams. Let us share the same bright future of working together and finding a healthy resolution.

There is no time to delay as the Navy is in clear violation of the National Historic Preservation Act, has arguably impacted Ebey's Reserve without consulting with The National Park Service or The Trust Board of Ebey's Landing. This is a clear violation of Section 106 of the National Historic Preservation Act and needs to be addressed boldly by the Trust Board and the National Park Service.

Please get off the fence and do the right thing by restoring the new found peace everyone on the island can benefit from and enjoy. Please stand up for what you know is right! This is home.

Thank you,
(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Regarding the "Growler" Operations at Coupeville OLF EA-18G EIS Project Manager (Code EV21/SS).
Date: Wednesday, December 11, 2013 16:24:19

To EIS Project Manager,

It is very important these points be thoughtfully considered and that the input from the RESIDENTS of Ebey's Reserve as well as ALL of Whidbey Island be taken seriously!

Thank you,

(b)(6)

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

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

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From: (b)(6)
To: [Brown, Theodore C CIV USFF, N01P](#); [Cole, Lauren E LT USFF, N01P](#); [NAVFAC LANT VAQ ops EIS](#)
Subject: Questions about the Whidbey EIS Scoping
Date: Thursday, December 19, 2013 14:32:11

(b)(6) here asking on behalf of GrowlerNoise.com J. I'll keep this brief but since these questions have kept me up, here goes:

1. Am I going to be able to ask for electronic copies of the comments submitted please? I understand on the comment box online there are notes for people to exempt their personal info from public disclosure so that indicates to me you intend to release the comments as able.
2. Are there going to be updates through 2014 and early 2015 before the Draft EIS?
3. Meetings in the community with concerned groups such as the Oak Harbor Navy League and yes, COER?

Thanks;

(b)(6)

GrowlerNoise.com

From: (b)(6)
To: [Cole, Lauren E LT USFF, N01P](#); [Brown, Theodore C CIV USFF, N01P](#); [Welding, Mike T CIV NAS Whidbey Is, N01P](#); [NAVFAC LANT VAQ ops EIS](#)
Subject: New website for you guys to monitor
Date: Wednesday, December 18, 2013 16:01:45
Importance: High

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

Not mine but it is now certainly live.

I am watching over it, seeing new material posted on the pages that you'll see in the masthead every day. It's going to become MY focus over on GrowlerNoise.com as well – especially as COER's blog is going quiet. Apparently the wild cheers and high-fives about the return of OLF Coupeville is sending a message.

But figured I should pass on the link one more time.

Merry Christmas and Happy New Year;

(b)(6)

P.S. If/when you get a chance, check out the PBY Foundation flight sim. Plz do. Ask nicely and I'll put Lt. Cole's Seahawk in J. We already have the Whidbey SAR chopper, the PBY, the P-8A (not too well), the Triton and obviously the EA-18G (for starters).

From: (b)(6)
To: [Welding, Mike T CIV NAS Whidbey Is. N01P](#); [Jill Johnson](#); jslowik@slowikmotors.com; d.wechner@co.island.wa.us; [NAVFAC LANT VAO ops EIS](#)
Subject: New blog out there
Date: Monday, December 16, 2013 14:46:04
Importance: High

On Noise Disclosures

Absolutely not mine but it's out there: <http://disclosuredeception.wordpress.com/>

I will blog on this tonight in detail and set the post to go online at midnight so nobody has to stay up wondering what next sortie or "Hail Marummy*" I'll lob.

Operating forward;

(b)
(6)

*Hail Marummy is a reference to Mary "Marummy" Lane Strow, heroine of the efforts to clean up King County Elections after "Rossi v. Gregoire", who kept the harsh spotlight on King County Elections until Dean Logan got fired.

From: (b)(6)
To: [Welding, Mike T CIV NAS Whidbey Is. N01P; NAVFAC LANT VAQ ops EIS](#)
Subject: Mike, Ted... big FYI
Date: Thursday, December 12, 2013 1:03:32

Congressman Larsen is pro-OLF Coupeville. Also supports the EIS process.

It's public.

It's in the clear plastic bag.

DETAILS: <http://www.growlernoise.com/2013/12/LarsenSupportOLF.html>

Cheers;

(b)
(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: EIS for "Growler" Operations at Coupeville OLF
Date: Saturday, December 07, 2013 18:47:51

SCOPE:

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

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

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

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

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

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

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

OTHER COMMENTS: I am most impacted by the severe noise (sound) level of the Growlers. They are flying so low and so often for a good portion of the day and night that my body's electrical system becomes highly enraged and I find myself unable to cope with the distress it causes. I can not understand why a newer jet is louder and lower in pitch when technology has the capability to reduce the sound of the lumbering jets and create a mid-tone (pitch) that will not distress the body and soul of a human being, no less a helpless animal, domestic or wild. My recommendation is to close the out lying field completely and transfer practice landings to the Navy's own island, away from populated areas, schools, and hospitals. I support the work of the military, but I can not support the use of this Coupeville field any longer. I plead with the Navy to make a decision in favor of the population impacted by these practice landings to the Navy's own island, away from populated areas, schools, and hospitals. I support the work of the military, but I can not support the use of this Coupeville field any longer. I plead with the Navy to make a decision in favor of the population impacted by these practice flights. Thank you. (b)(6)

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: EIS for "Growler" Operations at Coupeville OLF
Date: Saturday, December 07, 2013 18:47:51

SCOPE:

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

OTHER COMMENTS: I am most impacted by the severe noise (sound) level of the Growlers. They are flying so low and so often for a good portion of the day and night that my body's electrical system becomes highly enraged and I find myself unable to cope with the distress it causes. I can not understand why a newer jet is louder and lower in pitch when technology has the capability to reduce the sound of the lumbering jets and create a mid-tone (pitch) that will not distress the body and soul of a human being, no less a helpless animal, domestic or wild. My recommendation is to close the out lying field completely and transfer practice landings to the Navy's own island, away from populated areas, schools, and hospitals. I support the work of the military, but I can not support the use of this Coupeville field any longer. I plead with the Navy to make a decision in favor of the population impacted by these practice landings to the Navy's own island, away from populated areas, schools, and hospitals. I support the work of the military, but I can not support the use of this Coupeville field any longer. I plead with the Navy to make a decision in favor of the population impacted by these practice flights. Thank you. (b)(6)

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: [Doug Gremmel](#)
Subject: EIS
Date: Saturday, December 28, 2013 21:14:07

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

SCOPE: The EIS scope should be expanded to include all EA-18G and EA-6B operations at NASWI to determine how they impact the local communities and environment. It was a slap in the face to sneak the growlers in.

NOISE: Test real-time high noise events on the ground. Don’t use model averages that include non-operational times. JGL Acoustics reports maximum sound levels from Growlers at the OLF were “well above the levels requiring hearing protection and are high enough to potentially result in permanent hearing loss.” My husband remembered a bad definition for average Zig Zigler used – if you put one foot in a boiling hot bucket and another in an ice cold one, the result is not average. Extremes hurt.

HEALTH: Address all health effects of aircraft noise and toxic jet aircraft pollution, including permanent hearing damage, blood pressure and cardiac problems; how children have a greater susceptibility; and the harm to livestock and wildlife. Reference studies by: The World Health Organization; The U.S. Department of Transportation; and The U.S. Environmental Protection Agency. If the Navy is using the “they were told” so their health is their concern, the Navy is wrong on both counts. People should not be trapped where their health is at risk.

SAFETY: Consider how pilots and residents are at risk whenever the Navy uses the short, outdated World War II era Coupeville OLF and flies at low altitudes over residences and businesses. The planes, according to a pilot at the scoping meetings, fly 250-300 feet above my roof. I did not know I was in a crash zone – you did. This is a “taking” according to the Supreme Court. In the case Causby vs US, the court ruled in the favor of Causby, because their chickens killed themselves by flinging themselves against the sides of their coup at 115 decibels. The noise level at my house is 134 decibels, and if I had chickens, they would be dead. The Navy may now have an easement I also was not told about in out title search, but the doesn’t make it right – especially to take that power and escalate the noise to the inhumane. Somebody has been given more power than is safe.

ENVIRONMENT: Examine the effects of OLF flight operations on the valuable recreational, tourist, agricultural and wildlife uses in Ebey’s Landing National Historic Reserve, a National Park of environmental, cultural, and historical significance and an important wildlife and migratory bird habitat. We bike, kayak, hike – and now we carry ear protection. What about tourists and kids?

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. Home sales have declined, and the noise disclosure that illegally masked all jet noise will be replaced, and buyers will know. The County will need to continue non-disclosure in 2016 if it fails to disclose 134+ decibels.

ALTERNATIVES TO OLF: The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-exposed areas. Even after the Revolutionary war, our founding fathers knew that the taking of private property during the war was wrong. Recognition of moral obligation to citizens to pay for what you take was part of the reason for the enactment of the Bill of Rights. We are a county that can have a strong military without being completely, illegally, abusive, wrecking people's lives.

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

Disclosure Deception:

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

We can't be ignored by pretending that we were told. We were not told about the noise. We were not told about the noise. We were not told about the noise.

It is hard to let go of the lie and how it colors your thinking. Even the realtors, when confronted with their own deception through a Seattle Times article, actually came to a commissioners meeting and discounted the importance of disclosure. One of them had the nerve to ask the commissioners to remember that he was an ex-aviator with sons serving in the Navy and suggested the commissioners should somehow excuse realtors for non-disclosure because of the importance of the military, as if non-disclosure helped the military. Click here to see what he said: <http://disclosuredeception.wordpress.com/realtors-speak/>. Discrediting people under the jets has been the irrational excuse to do terrible things for a long time. Abuse of complainers is seen as a way to support the Navy (and the economy, and jobs, and keeping things as they have been). It is an us vs. them mentality, and it is not much fun to be them.

The Navy must investigate its role in non-disclosure of noise and flight easements that are not revealed in a title search. The Navy must investigate its role in promoting the "they were told about the noise" lie, resulting in people in the noise zones being ignored and harassed.

This has happened nowhere else. It is going to make a great national story. Everyone outside this small island will say, "The emperor has no clothes!" The irrational thinking and the conflict will play well on the news. Here is the way the harassment looks on the Internet: <http://disclosuredeception.wordpress.com/harassed-and-robbed/internet-harassment/> This is what it looks like coming from a County Commissioner: <http://disclosuredeception.wordpress.com/harassed-and-robbed/harassment-by-leaders/>

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

The flights should be stopped until the EIS is over

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: RE: Be Heard By The U.S. Navy
Date: Sunday, December 08, 2013 15:19:20

From: (b)(6)

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

SCOPE:

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

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

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

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

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

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

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

OTHER COMMENTS: The impact of operations has been compounded by flying after 10pm and thereby making it impossible to sleep or even carry on a conversation within the house with closed windows and doors. We are puzzled and perplexed when reading the November 8, 2013 press release from NASWI indicating the intention to train Australian Air Force pilots on the "Growlers". Further, there is the question of the necessity to build a "wall" around the OLF. This sends a strange message to the community and visitors. "Walls" in an American National Park? I immediately think of Berlin or Palestine. Please do everything possible to positively address the issues.

Respectfully,

(b)(6)

Coupeville

This message was sent to (b)(6) by (b)(6) through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-8918199-nHBtw>
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<https://civic.moveon.org/donate4/creditcard.html?cpn_id=687>

<<http://petitions.moveon.org/o?i=17437-8918199-nHBtw>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: (b)(6)
Subject: FW: Be Heard By The U.S. Navy
Date: Sunday, December 08, 2013 15:19:13

WhidbeyEIS@navy.mil <<mailto:WhidbeyEIS@navy.mil>> Copy to:
 citizensofthebeysreserve2@gmail.com From: (b)(6)

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

SCOPE:

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

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OTHER COMMENTS:

Our home is greatly affected by the activity at the OLF. We built the house for our four children and our eleven grandchildren. The home is connected to each one with wonderful memories of vacation, and two weddings. With the activity of OLF we can not encourage family visits any more. The noise of the OLF activities is deafening and brutally interrupting sleep for adults and children alike and making outdoor living impossible.

I work with Guide Dogs for the Blind Inc. and have raised several guide dog puppies. I can no longer volunteer for the organization under the given circumstances. Although my work as a puppy raiser requires exposure of the puppy to various forms of public exposure as well as heavy inner city traffic, the OLF noise harassment is intolerable for the dogs who's very sensitive hearing is an important component for their work as guides.

It does not make sense to turn a Nature Reserve into a war zone practice space.

(b)(6)

Coupeville

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

<<http://petitions.moveon.org/o?i=17437-8918199-nHBtw>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com; (b)(6)
Subject: EIS for EA-18G "Growler" Operations at Coupeville OLF
Date: Saturday, December 07, 2013 16:56:56

COMMENTS REGARDING THE ENVIRONMENTAL IMPACT STUDY OF THE EA-18G "GROWLER"
OPERATIONS AT COUPEVILLE OLF:

I am a Viet Nam Veteran living in the Madrona community (West side) of Camano Island. I understand the importance of the Navy maintaining mission-readiness. I am not a complainer, yet find the noise and pollution from the Navy jets intolerable -- especially in the uniquely endowed national treasure of the San Juan Islands.

I have two issues and two proposals for the EIS and/or Navy to address.

TWO ISSUES:

ISSUE 1) The entire San Juan Island archipelago -- a national treasure -- is adversely affected by the noise and pollution of the jets.

- The San Juan Islands offer solace and serene living to residents and visitors alike.
- The Navy jets create noise and pollution. The jets steal the tranquil nature of the islands. People have to cover their ears when the jets fly. Folks cannot dine outdoors or camp in the parks without having their conversations and sleep disrupted. Even inside homes, people must interrupt conversations and phone calls because they cannot hear over the jet noise.

ISSUE 2) Camano Island, specifically, is adversely affected by noise and pollution from the jets.

- At our home in the Madrona community on Camano Island the jet noise is an uncomfortable and disturbing rumble even when the jets fly West of Whidbey, and the noise is intolerable when they fly up the channel or into the Air Station from the East of Whidbey..
- Inside our home we must stop personal and phone conversations because we can't hear one another.
- Outside our home the jet noise actually HURTS our ears. We must hold our hands over our ears when the jets fly. We cannot use our deck for eating or any kind of enjoyment when the jets fly. We cannot work in our garden without having to stop and hold our hands over our ears. We cannot enjoy our home.

TWO PROPOSALS:

PROPOSAL 1) The Navy moves its jets from the San Juan Islands to a less populated area (such as China Lake in California or Moses Lake in Washington).

PROPOSAL 2) The Whidbey NAS be used for productive -- and quieter -- activities using propeller planes and helicopters, such as flying electronic/radar planes, Search and Rescue, or Coast Guard work.

TO SUMMARIZE: Jet noise and pollution negatively affects the entire San Juan Island archipelago. The EIS should consider the negative noise and pollution effects to ALL of the San Juan Islands including, but not limited to, Camano Island.

Thank you for your work in preserving the environment. Please feel free to contact me for any reason.

Thank you,

(b)(6)

Camano Island

WA 98282

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAO ops EIS](#)
Subject: EIS for Whidbey OLF Code EV21/SS
Date: Thursday, January 02, 2014 16:54:17

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

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

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

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

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

OTHER COMMENTS:

I live on the Teronda Beach high bluff where the jets frequently skim the treetops. Occasionally they fly upside down in Top Gun hotdog fashion. Is that really necessary for their training?

In the last three years I have made 3 calls to the "officer of the day" as it was 1130 pm and the jets were flying. The officer of the day assured me that if I left a voice mail with the public affairs officer, that person would call me back. I never heard from everyone. I find the officers of the day to be unhelpful as they don't even know the scheduled time of the flight training. On my last call, he arrogantly proclaimed, "there is a pilot out there having a problem and we are going to fly as long as we need to." This is information that is inappropriate to share.

The Growler noise is harmful to my health. I live in a historical pioneer cabin that has no insulation. The roar of the engines is so loud that my two children and I are not able to sleep until the Growler training is done. Combined with the fact that my daughter has to get up at 530 to go to high school, this causes her massive sleep deprivation and is affecting her studies. I cannot go to sleep until the training is complete and so on training evenings, I never get enough sleep. It leaves us irritated, unable to focus, mentally and emotionally drained, and trapped in a war zone in our own home. We have PTSD from growler noise.

I find it ludicrous that the Navy believes that practicing until midnight doesn't affect people's health and lifestyle. The Navy and its people are terrible neighbors. This is a peaceful place, a nature reserve, and the OLF's presence is not a good fit. The OLF needs to be relocated to an uninhabited area. Perhaps you can evaluate your need for this extra training base from a financial point of view. I refuse to drive to Coupeville during training runs as you never know when an accident may happen with one of your hot dog pilots. Such a crash would be 100 % unsurvivable for those on the ground. The pilot could eject, of course, and save his own skin. I have seen from the Navy's dealing with the plaintiffs concerns, that the Navy really doesn't care what kind of neighbors they are.

Forcing their agenda is all that the Navy is interested in. The Navy is the bully in my own backyard. With friends like the Navy, who needs enemies? Please go away.

(b)(6)

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<<http://citizensofeyebysreserve.us7.list-manage.com/track/open.php?u=269879c92fe2bdd89bd286a14&id=97c8da8d69&e=745720d505>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: EIS Coupeville OLF/Whidbey Comments
Date: Friday, December 20, 2013 18:35:02

COMMENTS/INPUT NEEDING TO BE ADDRESSED REGARDING THE ENVIRONMENTAL IMPACT STATEMENT FOR EA18G 'GROWLER' OPERATIONS AT THE COUPEVILLE OLF/WHIDBEY ISLAND

I am a former 20-year citizen of Coupeville until I felt I could no longer live there because of the extreme loudness of the EA18G planes and the Navy's disregard for the people and animals living under those intolerable noise levels. I moved over 20 miles south on Whidbey Island but still hear the roar of those planes as they use the OLF and surrounding area.

The Scope of the EIS needs to be expanded to include all EA18AG and EA6B operations at NASWI and encompass a larger area of Whidbey Island, both north and south, and also other islands, especially Fidalgo and Lopez Islands.

Noise testing needs to be consistently used and be measuring on ground level at all high level noise events/situations and also in places where multiple planes are flying over at the same time. Many times these jets fly over Coupeville in groups of two and three and the noise and shaking is very loud.

All health effects on adults, children, and animals to be included in this EIS from all available studies/resources worldwide on aircraft noise and jet aircraft pollution.

All effects of the jets and their noise and pollution on the environment need to be addressed. This is a valuable agricultural and outdoor tourist and recreation area, and a significant National Historic Reserve.

Safety issues of the Coupeville OLF must be addressed in this EIS and alternatives to the OLF need to be either found or developed and built so that this current outdated facility in a now highly populated area can be closed.

Hope you are as committed as you say you are to hearing from and addressing the concerns of all citizens, and that all of the above will be taken into consideration in the upcoming EIS.

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS; Melissa](#)
Cc: citizensoftheebysreserve2@gmail.com
Subject: EA-18"Growler"EIS Noise
Date: Thursday, January 02, 2014 11:27:11

In response to EIS study being done by the navy:

I currently live in the Admiral's Cove subdivision south of the OLF. My house is in the glide pattern area of the Growlers landing at OLF. According to a Growler pilot, the jets are about 200 feet above my property and rooftop. The noise created by the jets can only be described unbearable. The noise has caused permanent damage to my house, the wildlife and myself as well as my wife and grandson.

My house was built eight years ago when the Prowlers were the only aircraft at OLF. These jets were loud but bearable. When the Growlers began flying at OLF, the noise became a completely different story. The noise from the Growlers is a louder and more painful noise. This noise is a violent vibration that has cracked my interior walls. It has cracked the concrete floor of the first floor. It has blown the seal in various windows throughout the house. This damage came after the Growler flights began. I compare the idea that the jet noise is beating down on my house like a jack hammer.

Spending a lot of time outside around my house, I have noticed that since the Growlers have come, the wildlife has changed. Rabbits were common all around my property and the empty two acre lot behind me. Now it is rare to see rabbits around the area. Quail were always around in the summer. My property would be a center point where three families of quail would raise their young around my yard area. Now the quail are gone. Rapture birds always used to fly overhead working the updrafts. Sometimes six bald eagles at one time could be seen from my yard. Now it is rare to see these birds. It should be noted that where my property is located, no other properties around my area have had any improvements in the last seven years since the introduction of the Growler.

As for my own health, I have a permanent ringing in my ears that I am told is not going to go away. Jets landing until sometimes 0100 in the morning have caused my wife and myself serious sleep deprivation. This lack of sleep makes our ability to safely do our jobs a real challenge. Four hours of sleep for my wife and myself is unhealthy and unsafe. My wife is starting to be afraid the jets are going to crash into our home. My nine year old grandson spends a great deal of time at our home. When the Growlers are flying, it is almost impossible for him to function, let alone do his homework. Damage to his hearing is probably going to ruin any chance of he himself becoming a navy pilot, since excellent hearing is required.

I should mention that I do have a deep respect for the military. My father was an Air Force fighter pilot. My wife served in the Navy, her mother also served and her father was an aerial photographer and started his career at NAS Whidbey in 1947. But I cannot accept the fact that the Navy thinks that it is alright to submit American citizens to the torture brought down upon us by the flights of the Growlers at OLF. At the opening meeting I had a conversation with a Growler pilot who was very informative. I asked him if he would raise his family where I live? He said " No, that would be wrong.

Sent from my iPad

From: (b)(6)
To: (b)(6)
Subject: Article
Date: Tuesday, December 24, 2013 12:43:00

NAVFAC LANT VAQ ops EIS

All,

Would you please take the time to forward this article to as many people as you can? No matter if people are sent two or three times. This is great! We would love to have the scoping time extended..... Bet they won't fly during the extension! Love it!!!

<http://www.peninsuladailynews.com/article/20131224/NEWS/312249989/port-townsend-casts-wary-eye-on-prospect-of-more-noisy-navy-jet-test>

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Sierra Club comments re: EA-18G Growler airfield operations on Whidbey Island
Date: Thursday, December 26, 2013 18:40:26
Attachments: [Growler EIS Comments 1213.doc](#)

Please find attached an email version of comments submitted by the North Olympic Group of Sierra Club, Washington Chapter, regarding the EIS to evaluate the potential environmental effects associated with ongoing and planned EA-18G Growler airfield operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF). These are duplicate comments to posted mailing sent on December 27, 2013 through US Postal Service

(b)(6), Chair
North Olympic Group, Sierra Club
P.O. Box 1083
Port Townsend, WA, 98368



Explore, enjoy and protect the planet

December 27, 2013

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

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

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

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

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

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

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

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

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

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

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

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

Property Values: Consider how the louder and more frequent use of the OLF since 2006 has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general.

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

Thank you for your attention to our concerns,

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

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Comment for EIS on the EA-18G "Growler" Operations at Coupeville OLF
Date: Wednesday, January 01, 2014 17:22:38

Dear Review Officer:

My direct experience at my home on (b)(6), within 1.5 miles of OLF, is that the noise level of the EA-18G Growler planes is significantly greater than the noise of the P-8 Prowlers.

When I purchased my lot at (b)(6) in 1998, as well as when I applied for a building permit in 2003, the county office of building and community development apprised me of sound insulation needed to accommodate the 100 decibel level that was then typical of flights using OLF. The residence I built in 2003-04 meets the insulation standard for such decibel levels, and for years I experienced it as adequate. Until 2010, and into much of 2011, noise was at the tolerable levels I was apprised of, and flights never ran past 11:00 pm (and ended earlier than that except in May-August). Things changed in 2011 and 2012. The planes were much louder, flights were more frequent, and they ran for more consecutive days in a row. Most disruptive was that numerous times in the summer of 2012 they went past 11:00 pm.

I am not sure that use of OLF by the EA-18G's will ever be compatible with the residential and historical reserve area surrounding it. If such operations are to continue, however, three important accommodations should be made to mitigate the damaging effect of the Growlers' higher noise level. First, only in the most dire of emergencies should flights run past 11:00 pm. Second, flight patterns should be varied so that on a single day/evening or within a sequence of several days, flights are distributed over as many of the existing flight pattern options as possible. This will make the impact on any given residence more tolerable. Third, wherever possible, a schedule of the planned flights should be published in advance in local papers and posted on a well publicized website. Adopting and implementing such accommodations is just common sense as a matter of community relations for a Navy facility.

Thank you for your consideration. Sincerely,

(b)(6)

(b)(6)

Coupeville, WA 98239

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Fw: Be Heard By The U.S. Navy
Date: Saturday, December 07, 2013 19:15:51

On Saturday, December 7, 2013 1:40 PM, (b)(6)

My name is (b)(6). I live with my wife (b)(6) within one of the areas (Crocket Lake Estate) that is heavily affected by the Navy's Growler/Prowler Flight operations at OLF Coupeville.

I wish to go on record that I agree with all the concerns listed by the Citizens of Ebey Reserve in their comments listed above and request that the Navy address all of these concerns in an honest and responsible manner when preparing their Environment Impact Statement.

In particular, I am interested to get an honest evaluation on the Navy's noise level findings. I think it is wrong for the Navy to use noise model averages rather than real time noises levels on the ground and in the air during their training flights at OLF Coupeville. The issue that's driving us insane, are the the long durations of flight times, on many occasions up to 10 hours per day, and the relentless noise the Growlers/Prowlers aircraft generate, while training at OLF Coupeville. The relentless noise is not only driving us close to insanity, it is also the cause for a great deal of other emotional and physical health problems.

Also, I like to suggest, the Navy research the possibility of splitting their training flights between the two existing flight patterns available at OLF Coupeville. At present and in the past it has been the prevailing practice that 80% of all training flights, fly the Admiralty Inlet pattern and the remainder, less than 20%, fly on the east side of OLF, i.e., Saratoga Passage. A 50/50 split between the two affected areas would bring much needed relief to the folks living on the west side of OLF Coupeville and might be a possible compromise when mitigating a solution to the OLF controversy. Yes, the folks living on the east side of OLF wouldn't be too happy with that decision, but neither are we, who at the present time, seem to absorb all or the majority of the Navy's noise.

Lastly, I like to address the proposed future increase of P3/P8 Aircraft at Whidbey Island. Personally, I like these Planes. They are fairly quiet and they don't fly at OLF Coupeville... However, the information to date, indicates that as many as 50 or more of these new planes will be here on our Island. The question that comes to mind, where will all these P3/P8 and the Growler/Prowlers fly and operate out of? After all, Ault Field has only so many run ways and available air space. With all these new patrol planes at Ault Field that will leave little space (if any) for the Growlers/Prowlers to fly there. So conceivable, one may then assume that air traffic here at OLF Coupeville will further increase, over it's current levels. Should this happen, God help us.

Finally, I like to state that I am not anti Navy just anti Noise. We, the citizens living here within the Coupeville community love our country just as much as the folks in Oak Harbor. All we want is to live in peace and quiet and not be expected to carry the full load of the NAS Whidbey Growler/Prowler training flights.

On Monday, December 2, 2013 1:27 PM, (b)(6) <noreply@list.moveon.org> wrote:

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

1. Select FORWARD from your email
 2. In your email TO: type WhidbeyEIS@navy.mil
 3. In your email cc: type citizensofthebeysreserve2@gmail.com
 4. You can now enter your Name and Comments in the document inserted below
 5. If you like you can delete the excess verbiage above the document by placing your cursor and backspacing
 6. Send Comments to the Navy regarding the EIS for "Growler" Operations at Coupeville OLF To the Navy: WhidbeyEIS@navy.mil Copy to: citizensofthebeysreserve2@gmail.com
- From:

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

SCOPE:

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

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

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

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

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

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. **ALTERNATIVES TO OLF:** The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

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

This message was sent to (b)(6) by (b)(6) through MoveOn's public petition website. MoveOn Civic Action does not endorse the contents of this message. To unsubscribe or report this email as inappropriate, click here: <http://petitions.moveon.org/unsub.html?i=17437-6351515-ZaQJsQ>

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

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: Whidbey OLF EIS
Date: Monday, December 09, 2013 16:38:48

Dear Sirs:

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

SCOPE:

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

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

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

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

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

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

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

OTHER COMMENTS: We are very pleased that the Navy has reopened the EIS process for the OLF, and we hope that there will be a sincere effort to ascertain all the facts relevant to the environmental impact of greatly expanded flight operations at the OLF.

Sincerely,

(b)(6)

Associate Professor

Department of Architecture
University of Oregon
Eugene, OR 97403-1206

(b)(6)

Coupeville WA, 98239

(b)(6)

<http://pages.uoregon.edu/pkeyes/>

From: (b)(6)
To: (b)(6) [CIV NAVFAC Atlantic](#)
Cc: (b)(6) [CIV NAVFAC LANT EV](#)
Subject: Growler EIS: FW: Jill Johnson's Letter
Date: Wednesday, December 11, 2013 17:01:47

Please analyze emissions in the air quality section.

V/r,

(b)(6)

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

From: Nortier, Michael K CAPT CO NAS Whidbey Is, N00
Sent: Wednesday, December 11, 2013 1:02 PM
To: Welding, Mike T CIV NAS Whidbey Is, N01P; (b)(6)
Subject: FW: Jill Johnson's Letter

FYSA

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

From: (b)(6)
Sent: Wednesday, December 11, 2013 11:31 AM
To: Nortier, Michael K CAPT CO NAS Whidbey Is, N00
Subject: Jill Johnson's Letter

Dear Sir:

I just want to let you know that Jill does not speak for many people. The jets are not only toxically loud but flying at such low-levels emit toxic chemicals and often the straight fuel itself as they dump over our homes and farm land. I know...my home has been filled with those fumes!...it was not a happy experience. I un-like Jill am not willing to sacrifice my health and life to accommodate an operation that should be done in an unpopulated area. This bravado that occurs is not true patriotism it is foolishness. Close the OLF and fly those jets in China Lake, White Sands, Yakima, etc... There is a limit to what people can endure...we have had enough and more than enough!

Thank you for your attention to this matter, I would like to say that I know the navy will do the right thing, but after experiencing the "terrorism" of the last few years....I have severe doubts about the military even wanting to do the right thing. This gobbling up of land around the country and harm that is being done to civilians is extremely alarming and discouraging.

Sincerely,

(b)(6)

Coupeville, WA 98239

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS for Growlers Project, Whidbey NAS
Date: Thursday, December 26, 2013 15:03:01

Greetings,

Can you give me the contact information for the person or persons to whom I should direct a request to have the Scoping/Comment deadline extended.

Sincerely,

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: (b)(6); district1@co.island.wa.us; [Congressman Larsen Rick](#); district2@co.island.wa.us
Subject: EA 18-G Growler EIS Comment
Date: Friday, December 20, 2013 18:13:11

Subject: EIS Growler scoping meeting

The following letter was submitted at the EIS Growler Scoping Meeting. After attending the meeting and listening to the Navy representatives, I would like to add an addendum to the letter.

From a military standpoint, the EA18 Growler is a superb aircraft. It can keep pace with other attack aircraft. Two crew members rather than four crew members are required and it can literally 'bounce' off the carrier deck if the tail-hook fails to engage. The Navy also hinted at the new jets being quieter than the old EA6B, which in level flight, is probably true. However, when the landing gear and flaps are down in the touch-and-go pattern, the Growler uses its' considerably more powerful engines to avoid a stall. The physics are quite simple . . . twice the horsepower with a wing design having much less lift than the EA6B means a lot more thrust is being used to keep the Growlers airborne in Field Carrier Landing Practice. More thrust equals more noise. The Navy claims the Growler's SEL (sound exposure level) in the OLF pattern is 116dB at 600 ft elevation. Measurements taken on May 7, 2013 by JGL Acoustics, one mile south of the OLF in a densely populated residential area recorded 35 jet fly overs in a 39 minute session with an average SEL of 128.5dB. Since each 10db increase means an actual doubling of the perceived loudness, the actual impact on the local community is more than twice what the Navy is claiming and 16 times as loud as the 85db threshold for hearing loss. We need to know the source of the Navy's erroneous 116dB claim for the EA18 Growler at OLF. Oh yes, that 'bounce' is the low frequency boom from the OLF that rattles windows 5 miles away.

Also found on page 10 of the Navy scoping pamphlet, under 'aircraft noise', the Navy asserts "Day-Night Average Sound level (DNL) is the federal standard for determining community noise impacts." DNL actually refers to airports which operate on a seven days a week basis and assesses a 10dB penalty for night flying. The Navy must only use DNL for the days they do FCLP and not average in any of our quiet days. The average session SEL and total session minutes are more reflective of the noise impact of unmuffled military aircraft and must be included in the EIS.

The bottom line on all of this is: In May 2013 we experienced and recorded what heavy EA18 Growler use of the OLF for FLCP means. It is not acceptable in Coupeville nor is it tolerable in Oak Harbor. The characteristics of that jets' FLCP noise impacts are not going to miraculously go away. Unlike the densely populated east coast, we have desert scablands and coulees just east of the mountains in which the FCLP training could be done with a permanent staffed training facility isolated from local populations. Keep the rest of the training at NASWI. No money? Sell the OLF.

Sincerely, (b)(6)

ADDENDUM

The Navy provided a booth at the EIS scoping meeting for a discussion of noise impacts. I questioned their representative: "How did the Navy arrive at the reading of 116dB at 600ft altitude for the EA18G Growler?" His response: "It was measured with a single jet in the OLF pattern." I then asked a followup question: "Why then are the Libby study's readings in Admirals Cove more than a mile from OLF getting peak readings of 137 and average SEL readings of 128.5?" He stated: "The jets have descended to about 300 ft over Admirals Cove on their approach to OLF." I noted that 'jet' had changed to 'jets' plural. Nothing was said about the noise increase from having the engine exhaust pointing directly at the Cove.

It is obvious that the Navy is cherry-picking the noise data for a single Growler at the pattern's peak elevation. It is also obvious that if the Navy plans to train a squadron of 4 to 5 growlers simultaneously, then the EIS noise impact study must reflect the increased number of jets in the pattern. There also must be measurements of sound every 1/2 mile along each of the flight paths to accurately document the squadron's noise impact at ground level. 85dB, 75dB, and 65dB boundaries need to be mapped out so we can document the impact of the Growlers on our community.

The Navy plans to resume OLF training in January 2014 before the EIS is complete. Island County needs to temporarily reduce our property tax assessments to reflect the 25% drop in Central Whidbey real estate values since 2008. The Navy should be required to reimburse the lost tax revenue or maybe the increase in Oak Harbor business will make up the difference. The increased Navy presence is not a win-win situation. Central Whidbey is on the distinct losing end of this.

(b)(6)

ADDENDUM

AAAAAA

The Navy had a noise level expert at the scoping meeting. My question to him was: "How did the Navy arrive at the EA18G's 116dB at an altitude of 600ft reading." His answer: "It was measured with a single jet at 600ft elevation in the OLF pattern." My follow-up question: "Why then does the Libby study done in May 2013 show peak levels of 137dB and average SEL readings of 128.5dB in Admirals Cove more than one mile from the OLF." His response: "In the approach to OLF over Admirals Cove, the jets have dropped down in altitude to around 300feet." I noted the change in 'jet' to the plural 'jets'. Of course there is the matter of the engine exhaust pointing directly at the Cove.

What is fairly obvious here is that the Navy is cherry picking their data form the peak elevation obtained by a single jet in the OLF pattern.

What is equally obvious is that if the Navy plans to send squadrons of 4 to 5 jets into the OLF or Ault Field patterns, the EIS must record noise levels that 4 to 5 EA18G Growlers create in the pattern and also ground level noise at 1/2 mile increments along the flight paths. We in the community, must also know the boundary of sustained average sound levels above 85 dB in order to know where it is safe to go outside without ear protection when the jets are practicing.

The Navy intends to resume flights at the OLF in January 2014, well before the completion of the EIS. Island County needs to revise the property tax code downward on a temporary basis to reflect the 25% drop in residential property values since 2008, unique on Whidbey to the community impacted by OLF. The Navy should make up the revenue difference to Island County. If the OLF is closed, property values will rise and tax revenue restored.

From: [Seventh Stream](#)
To: [NAVFAC LANT VAQ ops EIS](#); citizensoftheebeyreserve2@gmail.com
Subject: Whidbey EIS
Date: Wednesday, December 11, 2013 21:03:33

Dear Whidbey EIS Members,

I am very concerned about the proposed plans to expand the base to 60 F-18's and 69 P-3's. I live on Lopez Island and am already subjected to excessive noise and pollution from Navy jets flying at low altitudes over my home. I have been awoken in the middle of the night on countless occasions over the years, and had my grandchildren wake up screaming in fright. Please understand this is not intended as an attack on the military but a plea from a year-round resident (since the late 1970s) who chose to live in the country because I value all the natural world has to offer: peace quiet and serenity. Having military jets scream overhead is like being in the middle of a war zone.

I believe 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. These are the areas of concern:

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

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

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

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

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. **ALTERNATIVES TO OLF:** The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

Thank you for your consideration,

(b)(6)

Lopez island, Wa. 98261

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: EIS NASWI
Date: Thursday, December 12, 2013 15:11:34
Attachments: [NASWI Jet Noise letter.pdf](#)

Attn: WhidbeyEIS@navy.mil

Cc: citizensofthebeysreserve2@gmail.com

To whom it may concern,

First off, let me say that my family has had close ties with Naval Air Station Whidbey Island since before I was born. My father was one of the original sailors deployed to Whidbey Island back in 1940 to acquire the land which would become NASWI and OLF Coupeville.

My father retired in 1957, after 28 years active duty in the U.S. Navy. He loved it here. His last duty station was NASWI. Our family has stayed in the local area ever since. My mother and father have since passed, but my wife, born and raised on Whidbey Island, and I reside in a community called Admiral's Cove, on Whidbey Island.

Our family has been here since the inception of NAS Whidbey Island to the present day. Hence, we have close ties to the Navy base. However, I feel compelled to complain about the jet noise. The noise has become too much to bear, it is going to get worse, and I feel I must speak out.

Years ago the airplanes were propeller driven. And, they were fun to watch. As the years advanced the prop planes were replaced by jet planes. They were still fun to watch. However, over the years, the noise levels from the jets have gone from minor nuisance levels in the 1960's, 70's, 80's and 90's, to the point of painful now. They may still be fun to watch, but they are nearly unbearable to listen to. You can hear them from miles away. Up close they are painful. No other way to describe it. You cannot be in close proximity without ear protection when the EA-6's and EA-18's are flying low and performing touch and go landings. We live directly under the approach flight path of OLF Coupeville. When we purchased our property, and eventually built our home here, the jet traffic was considerably less frequent. We could tolerate it because it did not last for too long of a time. And, it was seldom repeated on the next day. I estimated that the training time was 1% of the total time.

It is no longer infrequent. The training sessions have increased from approximately 3 hours for 1 or 2 days a month to 10-12 hours a day, 5 days a week, for several weeks at a time. And the Navy proposal is to increase the number of planes stationed at NASWI from approximately 6 to 16 planes. My estimate is that the training will increase to 15-20% of the total time spent living here. This is not what we bargained for. I was stationed on an Air Force base in Viet Nam with jets coming and going at all hours of the day and night. It was never as bad as it is here when the training sessions are on. Not even close.

It has been very pleasant during the six month moratorium on OLF Coupeville time period. My blood pressure has gone down 20 points during the moratorium. And, I can sleep at night. I can watch TV. I can fish. I can garden. Life is good, as it should be.

The EA-6's have always had a reputation for noise. We were told the EA-18's would be quieter. That is definitely not the case. The EA-18's are easily worse than the EA-6's. When flying at higher altitudes the planes pass overhead quickly and the noise dissipates within a few seconds. But, during touch and go practice the planes approach the runway at a low altitude. They do not "glide" down to the runway. The

approach is to fly level at approximately 500 feet just above stall speed. So, the throttles are “on” nearly constantly. The roar of the throttle jockeying lasts approximately 20-30 seconds for each plane. And, then after the “touch” the throttle is pushed fully forward for the takeoff. Then you get another blast, still loud, but bearable because of the distance away, for another 10-20 seconds. Then, a 30 second pause, and another plane comes and it starts all over again. This happens just above our rooftops.

Anyone who argues with me on this point is welcome to come to my house and stand outside my house without ear protection. Better still, go farther up the hill in the neighborhood and give it a listen. The planes are even closer to the ground there, approximately 300 to 400 feet above the ground.

We used to be able to tolerate the noise when there were a few EA-6's doing touch and go landings, 1 or 2 days a month, for a couple of hours each time. But in recent years there have been many periods of time where 4, 5, or even 6 EA-18's, and an occasional EA-6 (or 2), will fly nearly all day in a continuous roar. When it is like this, people cannot go outside without ear protection. If you do, it is painful to your eardrums. This is no joke. It hurts! And, the flying sometimes goes on for 5 – 6 days in a row, week after week. There is no peace here anymore. The flying sometimes starts mid-morning and goes as late as 1 AM. I get at 5 AM to go to work. I drive to work tired before I even get there! I imagine many others are in the same predicament.

One time I was mowing my mother-in-law's lawn (she lives on the hill), while an EA-6 was doing touch and go landings. When the plane flew directly overhead (at about 300-400 feet) I could not tell if the lawn mower was still running. It was, though I could not hear it, and I was holding the handle! My mother-in-law is closer to the runway, but there are a lot of houses up in that area are directly under the final approach. It is bad at my house but it is absolutely deafening up the hill from us. There are hundreds of homes here that are severely affected.

All a person can do during the touch and go landings is go inside your house and close all the windows, even if it is during hot summer weather. Don't bother trying to watch TV, you can't hear it. The windows rattle, the house shakes. Forget gardening, fishing, beachcombing, or doing anything outside. And, we are helpless to stop it.

The problem is compounded by the planes not flying during inclement weather. During rainy, foggy or even windy weather we would have our windows closed anyway. The planes seem to be fair weather fliers. And the heaviest training schedules seem to be during summer time.

I recently attended the Scoping Meeting and read the pamphlet provided by NASWI titled:

Scoping Meeting US Navy EIS for the EA-18G Growler Airfield Operations at NASWI

Inside the pamphlet, on Page10, there was data regarding sound level readings. The data on the left side of the page was presented in a Day-Night Average Sound Level format. Just to look at those numbers one would be lead to believe that the highest level of impact would be about as loud as a typical conversation! Those charts are terribly misleading. I understand how, and why, the measurements are achieved, but they are not very truthful. Averaging the sound levels while the jets are not operating,

while it is almost totally quiet, greatly skews the averages. The averaging achieves a much more presentable number than the true sound levels created while the jets are operating. However, when the jets are practicing landings at OLF Coupeville the noise levels presented are much closer to the readings indicated on the right hand chart, bottom row, 115dB and 116dB at 600 feet for EA-6's and EA-18's, respectively. This would result in approximately +50dB higher than the Day-Night Average sound level would have you believe.

And, when the jets approach from the South, which is the most frequent approach direction, the actual approach height is less than 600 feet above the houses in the nearby neighborhood of Admiral's Cove. More like 300-400 feet, which would likely add another 3 to 5dB, give or take. This is a community of men, women, children, pets, wildlife, farm animals, etc. It is not the deck of an aircraft carrier where this type of noise is expected. It is an obscene amount of noise and it is not healthy.

At the very least, new measurements should be taken in the affected areas during actual flying operations. It is not fair to use Day-Night Average mumbo jumbo designed to skew the results towards ridiculously acceptable results for the Navy.

We realize that the sound levels are absolutely the worst when in direct alignment with the final approach to OLF, but the reality is that a lot of people live there, and have lived there before the greatly increased jet traffic began. Our health, safety and welfare are greatly diminished by the excessive traffic and noise levels. Real estate values are greatly suppressed in the area due to the increased traffic and noise levels.

EA-6 and EA-18 training at OLF Coupeville should cease. At the very least, the training schedules need to be greatly reduced so that there is a LOT more down time. Then, the Day-Night Average Sound levels might actually mean something. Or, OLF Coupeville could be sold and become a badly needed commercial air strip serving Whidbey Island.

The people who live here do not want to run the Navy off. We don't want to be run off either. If you could install mufflers on the damn things, we'd all be happy.

Thank you.

(b)(6)

[REDACTED]

Coupeville, WA 98239

(b)(6)

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Cc: citizensoftheebeyreserve2@gmail.com
Subject: FW: Be Heard By The U.S. Navy
Date: Sunday, December 22, 2013 12:52:37

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

SCOPE:

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

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

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

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

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

REAL ESTATE VALUES: Consider how the louder and more frequent use of the OLF has devastated the local real estate market. Home sales in the OLF area have shown a steep decline from 2008 to 2012, compared to increases in Langley, Freeland and Island County in general. **ALTERNATIVES TO OLF:** The Navy should close the outdated Coupeville OLF (which hasn't been used in 6 months) and permanently relocate all EA-18G and EA-6B flight training to safe, state-of-the-art facilities in non-populated areas.

OTHER COMMENTS: I have lived in this area for 35 years with the planes flying regularly. I live on the Coupeville city boundary and almost outside of the noise zone. So imagine my surprise when the flight patterns started including over my house and to the west of me (nearer the hospital). Also, the pilots, at times, fly lower and with full burners during their continuous arc. They are not turning over the water and flying straight to another turn, but making very large circles, low and loud.

<<http://petitions.moveon.org/o?i=17437-6984843-GmdCrC>>

From: (b)(6)
To: [NAVFAC LANT VAQ ops EIS](#)
Subject: Comments to the Navy regarding the EIS for Growler operations at NAS Whidbey
Date: Tuesday, December 31, 2013 12:27:28
Attachments: [Eagle Nesting Area.pdf](#)

(b)(6)

Coupeville, WA 98239

(b)(6)

(b)(6)

You will find below and attached, my comments on the Scope of the EIS for EA-18G Growler Airfield Operations.

It is requested that the scope of the EIS include the investigation of the environmental impact of Growler flight patterns that overfly, at low altitudes, nesting eagles. You will find attached a diagram of Eagle nesting areas and Growler flight patterns.

BACKGROUND

Several years ago, Eagles were listed as an endangered species. At that time, the State of Washington identified as many active eagle nests as possible. Then, once a year, the State flew a helicopter over the nests and counted the number of chicks in each nest. It was found that the nests located in EA-6B noise zones consistently had fewer chicks than nests outside the noise zones. Since the Growler aircraft are more powerful and make more noise than the EA-6B aircraft, it is estimated that the impact on eagles would be more severe. Eagles are no longer considered to be endangered; however they are still an important part of the environment.

ACTION

I am requesting that the EIS indicate how this impact on Eagles will be mitigated.

Thank you for consideration of this scoping request

(b)(6)

Coupeville, WA 98239
December 18, 2013

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

Gentlemen:

This letter provides comment for scoping analysis and content for the EIS to be prepared for the EA-18G aircraft operations at NAS Whidbey Island.

My wife and I have been residents of the Harrington Lagoon community on the east side of central Whidbey Island for the past 30 years. Our residence lies under the flight path for touch-and-go operations at OLF Coupeville when the aircraft are "landing" to the south and then circling around up the east shore of Whidbey Island over Race Lagoon, Harrington Lagoon, and Snakelum Point. As long term residents, we feel we have perspective on how these operations have been conducted over the years.

In a word, recent operations (until this summer when they were curtailed) have had a much greater adverse impact than in the past.

From our point of view, it looks like there are two primary reasons. First, operations have increased. Second, the Growler aircraft is considerably noisier than the old model EA-6B.

The Navy has a huge credibility problem here, on both these counts. First, to quote the January, 2005 Environmental Assessment proposing the change in equipment: "Replacement of the EA-6B squadrons with EA-18G squadrons will result in a reduction of flight training operations at NAS Whidbey Island" and this change "will result in no significant adverse impacts." (page 43). These statements are clearly false. The public record is clear: while the EIS projected 6,120 annual operations at OLF Coupeville, actual operations were 9,668 in 2012, over a 50% increase! Second, the noise from the Growlers is much worse than it was for the older aircraft. And here the Navy also gave out incorrect information. In ca. 2005, an article in the "Everett Herald" concerning the new planes stated that the EA-18G would be some 15% QUIETER than the EA-6B. While thinking that might help slightly, I wrote a letter to our Congressman asking why these planes could not be more like 50% quieter, similar to the requirements for new commercial aircraft. (I did not receive a response). Bottom line: the idea that the Growlers would be NOISIER was not ever considered.

Due to these facts, we believe the EIS should address the question as to whether basing this new aircraft on Whidbey Island in the first place was correct. The new EIS should not just consider impacts of adding still more squadrons, but look at alternative placement and/or mitigation options for the aircraft already here.

What are some options the Navy should consider in their analysis for the EIS to be complete?

Here are few alternatives that should be addressed:

1. Close down OLF Coupeville. This would solve the noise problem permanently. Central Whidbey is steadily increasing in population, and if the Navy continues to use OLF Coupeville, it is pretty evident that their every future move will be subjected to microscopic scrutiny. Does the Navy want to jump through a new EIS hoop every time they have a slight change in operational level or equipment changes? It might be more cost effective to find an alternative practice field now, away from population centers (suggestions: Hanford or Lake Ozette).

Since the Navy did stop operations here during most of 2013, it is obvious that their mission can continue uninterrupted without the OLF facility. The EIS should explore the possibility of moving these operations, and the practicality and costs of relocating to alternative facilities. Be assured, the people in Coupeville do not wish flight crews to be under trained. The question is: where can this training be performed with the least impact on the local population?

2. Curtail operations at OLF Coupeville in the summer. While this proposal may seem naive, since clearly training is a year-round need, the transferring of operations in 2013 demonstrates that it is a viable possibility (and it led to the most pleasant summer on Whidbey we have had in years). Central Whidbey is heavily used by vacationers and part time residents during the short summer season, and population density rises considerably. During the summer, people expect to be outside, which is not possible when over-flights are occurring. It is not reasonable that the sudden appearance of low-flying aircraft should require residents to quickly escape indoors to avoid hearing loss. A forced retreat to a hot house with closed windows is not acceptable (this is not Norfolk, where everyone has air conditioning). How can one plan outdoor events not knowing if they will suddenly have to be canceled? If OLF flights were concentrated during the majority of the year when rainy and cold weather keeps people indoors, the impact on the community would be greatly lessened, and I suspect that associated complaints would decline precipitously. So avoiding use of the OLF in summer should be considered by the EIS.

3. Change the flight path. This is clearly possible, since at night the planes routinely fly farther out over Saratoga Passage and not right up the beach over houses. Historically, with this flight path and the older equipment, we were always able to sleep at night. Not so with the EA-18G. So it would seem obvious that routing these planes even farther east (and possibly higher up) as they circle back to the field would go a long way to allowing proper sleep, at least in our Harrington Lagoon community. And of course, there is no reason (other than the fact that each operation would take longer and increase fuel costs) why this longer route could not also be followed in the daytime. Somewhat higher costs for OLF operations might be less objectionable to the Navy than having to relocate these operations altogether, so this alternative merits attention.

4. Modify the aircraft. I don't know if this is a technologically possible option, but if it is, the cost of retrofitting the planes with noise suppressors should be examined by the EIS. Perhaps such devices could be used during training and removed during deployment.

For the EIS to be complete, all the above ideas should be considered. It seems to me that looking at only black or white options is short sighted.

Sincerely,

(b)(6)



Navy Scoping 2013

NAS Whidbey

Prepared by (b)(6)
Anacortes, WA 98221
(b)(6)

The following comments are addressed to the U.S. Navy Environmental Impact Statement (EIS) scoping for the EA-18G Growler Airfields Operations at Naval Air Station (NAS) Whidbey Island.

I am a practicing physician in Washington State and trained in acoustic sciences as well as environmental safety among other things. All my comments are based on scientific studies or references to scientific journal articles. All citations are supported and included in the text and/or the bibliography.

I have included 18 areas of concern that I believe should be addressed in the EIS. I have discussed these issues extensively with many members of the community and have found unanimous support.

I have no issues with the mission of the US military. I have proudly served in the U.S. Navy myself during a previous war. My thoughts and comments are merely concerns for the safety and welfare of the total community relative to naval flight operations at NAS Whidbey.

1. The Environmental Impact Is Ignored

Prior EIS reports regarding flight operations at NAS Whidbey identified significant environmental impacts on civilian communities by flight operations emanating from Ault Field and OLF Coupeville. These impacts are discussed in detail below and consist of health impacts from aircraft noise and safety concerns with loss of life and property from an aircraft accident. The writers of these previous EIS reports say that there is no environmental impact when comparing their various alternatives. This is circular reasoning to justify actions already taken. Clearly, an environmental impact is taking place. In the current study additional Growler aircraft are proposed to be stationed at NAS Whidbey. The environmental impact may again be shown not to have “significantly” changed from operations without these additional aircraft. But once again a serious environmental impact will be demonstrated in spite of no change. Going from serious environmental impact to “no further significant change” does not obviate the fact that there is a serious environmental impact already in existence.

There are still residents of Whidbey, Fidalgo, Camano, and Lopez Islands who lived here prior to any naval aircraft operations at NAS Whidbey. These people can and have attested to the significant impacts that have occurred due to naval aviation operations.

An alternative plan that includes movement of many flight operations to an outlying field such as Quillayute, Moses Lake, or some other facility located in a relatively sparsely populated area should be considered. This would significantly reduce the environmental impact of noise, negative health effects, and accident potential over the higher population area surrounding NAS Whidbey and OLF Coupeville.

Conclusion

An environmental impact is demonstrated clearly by the data in prior EIS studies for NAS Whidbey and should be addressed in the DEIS. Alternatives should include development of a supplemental practice field as well as a reduction of flight operations in numbers and impact.

2. Average Noise Measurement (Ldn) is Inadequate

The use of average noise measurements as exemplified by the Ldn is useful for comparative purposes in some situation. Their use for aviation noise is limited unless special assumptions and criteria are used. There are several reasons.

First, the “Shultz synthesis” must be considered. Shultz collected data from many environmental noise studies and claimed to show a consistent relationship between Ldn and community annoyance. Based on his findings, several federal agencies have adopted standards of permissible Ldn levels for various activities related to highways, waterways, and airports.

Since Shultz originally published his synthesis in 1979, many authors have contested his findings. Griffiths¹ severely criticizes the methodology and hence validity of Schultz in deriving his annoyance curve. Bullen² cites Shultz’s use of a subjective verbal response “highly annoyed” in his synthesis. Using a linear, non-subjective scale, Bullen shows that Shultz underestimates community response to aircraft noise with his Ldn curve. Hall³ criticizes Shultz for collecting his data in different countries over many years. Hall studied community response in Toronto to aircraft noise vs. highway noise and concluded,

There is a difference between the community response to aircraft noise and to road noise when each is measured by Ldn. For the same noise level, a greater percentage of people are highly annoyed by aircraft noise. This difference in annoyance at the two sources is not constant, but increases as Ldn increases. The difference is equivalent to roughly 8 dBA at an Ldn of 55 dBA, increasing to roughly 15 dBA at an Ldn of 65 dBA.

The Navy in various communications regarding aircraft operations at NAS Whidbey has stated that Ldn values of 65 dBA are of concern and values above 75 dBA are incompatible. The results of Hall and others show that these values should be adjusted downward by approximately 10 dBA for aircraft noise. If Ldn values are to be used, community annoyance will occur at 55 dBA from aircraft noise and severe community response are predicted above 65 dBA. This is in agreement with a previous community study performed by FISE (Fidalgo Islanders for a Sound Environment).

Second, FISE completed 5,578 hours over 261 days of noise monitoring in 14 communities during 1988-1989 when Prowlers were deployed at NAS Whidbey. Two Quest Sound Level Meters were utilized (Models M-27 & M-28). These are "level 2" sound meters that are certified and calibrated to standards traceable to the Federal Bureau of Standards. A PhD in acoustics trained FISE members in the instrumentation and supervised the project. The instruments record sound continuously for 24 hours and give hard copies of average noise as well as statistical distributions of individual events. Logs were kept at each site to record Navy flight activity and its impact on the residents at the site. (3,000 pages of data are available for inspection.)

The results of the FISE noise measurements are shown in Table 1. The Ldn exceeded 55 dBA in most communities studied. In two communities, Guemes Island and Campbell Lake, Ldn was less than 55 dBA yet both were significantly annoyed by the aircraft noise. For example, some residents around Campbell Lake found that the aircraft noise occurred at night (during summer months) and interfered with sleep. Even though Ldn was 53, the noise that occurred came at bedtime. One physician called frequently to complain that sleep disturbances threatened his functioning in early morning surgery at Island Hospital. Measurements made at the physicians house showed loud noises at bedtime hours despite low noise averages (Figure 1).

Conclusion

On the basis of more current information, the Shultz Synthesis should be abandoned and an Ldn criterion of 55 dBA adopted as significantly impacting communities, hospitals, and schools and an Ldn of 65 dBA adopted as incompatible with residential existence.

Ldn measurements of 55 dBA and greater should be plotted. In addition to the flight pattern curves, continuous community studies in outlying areas should be included as listed in Table 1.

Furthermore, Ldn should not be utilized as the only criterion for community annoyance and compatibility with flight operations. The Ldn should be used in conjunction with frequency and intensity of single aircraft events as described in the next sections.

3. Noise Methodology Flawed

The methodology used for noise evaluation in the EIS consists of measuring noise for a typical aircraft operation and then multiplying that noise energy by the number of such flight operations according to Navy flight logs. A significant problem occurs when either component is inaccurate. Examples of both types of inaccuracies have been found in previous NAS Whidbey EIS studies as well as in community observations.

Errors in noise measurement were made by not making measurements on the San Juan Islands, especially Lopez Island where personal testimonial and community noise measurements demonstrated significant impacts (Table 1). In addition, measurements by the EIS study were

made at several sites during inappropriate times: Admirals Cove measurements made during use of runway 32 and not runway 14; Guemes Island during quiet, limited flight activities.

Errors in relying on Navy flight logs occur because pilots frequently stray from published procedures. This has been a recurrent theme throughout many years of public complaint and study of this issue. Even prior EIS studies unknowingly documents examples of this. For example, modeled Ault Field Daylight and Darkness FCLP tracts depict no tracts over Dewey Beach or Rosario Bluff yet residents of both have reported such activity on numerous occasions.

Conclusion

The noise data methodology in the past was flawed since it was based on some measurements made at inappropriate times or based on inaccurate and incomplete flight logs. The methodology should have included multiple continuous community measurement technique with observed flight activity logs. Such techniques were utilized by FISE and demonstrate significant adverse environmental and health impacts.

4. Use Frequency of Maximum Noise Levels in Addition to Ldn

Some authors have disputed the utility of Ldn measurements compared to measurement of maximum noises. Both Borsky⁴ and Stephens⁵ show that maximum dBA readings are better indicators of community annoyance. Generally frequent maximum sounds of 70 dBA or greater correlate in a linear fashion with community annoyance. Results from the FISE noise studies show that three communities stand out with incompatible frequency of maximum noise occurrences: Coupeville, Shelter Bay, and Deception Pass (Table 2). At those locations maximum noise frequently exceeds 90 dBA and often exceeds 100 dBA. Most other communities are seriously impacted with maximum noises often exceeding 70 dBA.

Conclusion

The frequency and loudness of maximum noise events generated during flight activities should actually be measured in homes, schools, and hospitals in the EIS study area. These should be correlated with community annoyance.

An alternative should be developed to reduce frequent maximum sound during flying to dBA's <80.

5. Use of Relative Loudness

Since Ldn adds a decibel penalty for noise between 2200 and 0700, it doesn't reflect the noise actually heard. The use of Leq and relative loudness obviates this deficiency. Leq is a measure of the noise actually heard and averaged over 24 hours. Acoustic physics have shown that for every increase in 10 dBA of sound measured, the human hears a doubling in loudness. For example, 60 dBA is twice as loud as 50 dBA and 70 dBA is four times as loud as 50 dBA. For noise

associated with intermittent events such as aircraft overflight, relative loudness changes that exceed a doubling are increasingly annoying to people. During the FISE noise study, Leq was measured during flying and no flying periods in all communities. These values are shown in Tables 3 & 4. Five communities experienced 2-3 fold increases in loudness during flying (Lopez, Shelter Bay, Oak Harbor, North Whidbey, and Oak Harbor). Three communities experienced intolerable increases in loudness with 3-8 fold changes (Rosario Bluff, Deception Pass, and Coupeville).

Conclusion

The use of relative loudness by comparing Leq while flying and not flying should be studied in all communities in the study area. An alternative should be included that reduces flight operations when loudness increases above 2-3 fold occur.

6. Health Effect - Startle Reaction

One medical effect of aircraft overflight occurs when people are exposed to loud peak dBA from low aircraft overflight or sonic booms. This can cause a startle reaction. When exposed to peak dBA in the 100-113 range, researchers measured increases in heart rate and avoidance behavior in subjects. There was no habituation to these effects over three days of study.^{6,7} Data from FISE noise studies, Tables 2, shows potential problems with startle reactions at Coupeville, North Whidbey, Deception Pass, and Shelter Bay where all have maximum dBA's above 100 during flying.

Conclusion

The EIS should address the issue of startle reactions. Frequency of maximum dBA's should be documented and medical surveys completed in affected communities.

7. Health Effect - Loss of Control

Study subjects who could chose the level of noise (70-105 dBA) had less subjective discomfort and lower excretion of cortisol and catecholamines during noise exposure.⁸ Another group demonstrated decreased performance and ability to make decisions during loud noise when they had no ability to stop the noise.⁹ Surveys show that loss of control over one's life is one of the most disturbing effects of low level military overflights and/or sonic booms on rural Americans.¹⁰ FISE noise studies, Tables 2 & 3, show that noise levels of 70-105 dBA were achieved in all communities during flying. Clearly residents have no control over the level of noise.

Conclusion

The EIS should address the issue of community residents experiencing a sense of loss of control during military jet flying.

8. Health Effect - Pediatric Behavior

In Canada, Innu children are very distressed by low military jet overflights.¹¹ In Germany extensive studies have revealed the following behavior in children associated with low overflights: terror, panic, screaming, freezing in place, palpitations, shaking, dizziness, bed wetting, sleep disturbances, nail biting, anxiety, slowed motor response, elevation of blood pressure and blood cortisol levels.¹² No habituation was observed. In one study, blood pressure and hormonal response occurred after just mentioning that a low flight was coming in those who previously experienced them.¹³

Conclusion

The DEIS does not but should address the issue of low level and loud military jet aircraft on children in affected communities. A survey should document the number of children in each community in the study area. Parents and children should be questioned about behavioral responses to overflights.

9. Health Effect - Psychiatric Effects

Two studies done around Heathrow Airport in London showed increased incidence of “nervous breakdowns” and admissions to psychiatric hospital in areas subjected to loud aircraft noise compared to those in quiet areas.^{14,15} A medical survey completed by residents near OLF Coupeville, Table 5, shows that many residents exposed to low level Navy jet overflights experience significant psychiatric symptoms. Several people reported hospitalization for stress related illnesses associated with aircraft overflights.

Conclusion

The EIS should complete medical surveys in all communities involved to document psychiatric and other medical effects of low level Navy jet operations.

10. Health Effect - Sleep Disturbances

Sleep can be disturbed in many ways by loud environmental noise. Single events of loud peak dBA are better predictors of disturbance than averaged values such as Leq and Ldn. Periodic noise is more disturbing than continuous noise. The indoor threshold is considered to be 35-40 dBA for falling to sleep. Arousal from deep sleep (NREM, stage 4) requires louder noise in the 70 dBA range. The usual cycles of sleep and EEG patterns are affected occasionally (10%) at 40 dBA and often (60%) at 70 dBA. Children are less susceptible and the elderly more susceptible to noise induced disturbances. These disruptions can lead to symptoms of fatigue, lethargy, decreased efficiency, anxiety, and desiring to be left alone, and can lead to health disorders or interfere with convalescence from illness.¹⁶⁻²²

FISE noise studies show that periodic peak dBA's during jet flying are routinely above 70 and often above 90 in many communities (Tables 2 & 3). These are outdoor measures which will translate to indoor measures of approximately 10 dBA less with windows open and 20-25 with windows closed. Therefore, sleep disturbing levels are frequently found in the study area during flying. Simultaneous indoor/outdoor studies utilizing two sound meters were made near OLF Coupeville, (Figures 2 & 3). Results document that indoor levels with windows closed are well above those expected to prevent sleep. A medical survey completed by residents near OLF Coupeville, Table 5, shows that many residents exposed to low level Navy jet overflights experience significant sleep disturbances.

Some residents around Campbell Lake found that the aircraft noise occurred at night and interfered with sleep. Even though Ldn was 53, the noise that occurred came at bedtime. One physician called frequently to complain that sleep disturbances threatened his functioning in early morning surgery at Island Hospital. Measurements made at that physician's house (Figure 1) showed loud noises at bedtime hours despite low noise averages. These substantiated his claims of sleep interference.

Conclusion

The EIS should address the issue of sleep disturbance by making indoor measurements of maximum dBA in affected communities during flying. A survey of residents in the study area should document the extent of this problem. An action alternative that removes FCLP and approach practice at Ault Field and OLF Coupeville between 2200 and 0800 should be developed, studied, and implemented.

11. Heath Effect - Speech Interference

Speech interference will generally occur with background noise exceeding 60 dBA, especially when it exceeds 80 seconds/hour.²³ The USAF has published a table of speech interference with noise and distance. It shows that background noise of 60-70 dBA will generally interfere with telephone usage and speech at a 3-6 foot distance.²⁴

FISE noise studies, Table 3, show that average dBA exceeds 70 during many minutes a day during outside measurements in most sites studied. Indoor measurements at Coupeville, Figures 12-13, show speech to be impossible for long time periods during flying. In addition, resident logs kept during flight activities frequently mentioned interference with speech, telephone, and listening to music or television.

Conclusion

The frequency and duration of noise generated during flight activities should actually be measured inside and outside homes, schools, and hospitals in the EIS study area. These noise levels should be correlated with speech interference testing.

12. Health Effect - Performance Interference

As noise increases, both reaction time and number of errors increase, especially for more complex tasks. These effects are seen at continuous levels above 90 dBA or at lower levels that have a high frequency component (jet engine), intermittency, are unexpected, or are uncontrollable. These performance effects may last after the noise stops especially when the noise source is unpredictable or uncontrollable.²⁴⁻²⁷ FISE noise studies, Tables 3, show that measurements expected to interfere with performance are often encountered. In addition, resident logs kept during flight activities frequently mentioned interference with speech, telephone, and listening to music or television, reading, writing, thinking, and sleep.

Conclusion

The frequency and duration of noise generated during flight activities should actually be measured inside and outside homes, schools, and hospitals in the EIS study area. These noise levels should be correlated with performance interference testing.

13. Health Effect - Noise Induced Hearing Loss

Exposure to loud noise, either periodic or continuous can produce a temporary threshold shift (TTS). With further exposure a permanent noise induced hearing loss (NIHL) occurs. Thresholds have been measured in various circumstances: 105 dBA for multiple single aircraft overflights or 115 dBA for a single overflight in a day, 102 dBA for impulse noise and 107 dBA for steady noise. Several studies have shown that aircrew or airport workers can have TTS with short exposures to 117-128 dBA and NIHL with 10 years of exposure in the 86-92 dBA range during an eight hour work day. The USAF set work place noise exposure standard at 30 min for 100 dBA, 13 min for 105 dBA, 5 min for 110 dBA, and 2.2 min for 115 dBA. When referring to averaged noise measures, experimental data suggests a threshold at $Leq = 70$ dBA and the EPA has adapted this value as a level of protection with a margin of safety.²⁸⁻³⁴ FISE noise studies show that three areas, Coupeville, Deception Pass Park, and Shelter Bay (Table 2) experience noise exposure that puts them at the threshold of nearing damage. Personal testimonial indicates that Dugualla Bay area residents and workers are also excessively exposed although measurements are not available. In a medical survey completed by residents near OLF Coupeville, (Table 5), 53 % said they believed they were losing their hearing over and above the normal aging loss.

Conclusion

Noise measurements documenting frequency and maximum intensity during flying should be made as part of the EIS in critical areas such as around OLF Coupeville, Dugualla Bay Farms and residences, Shelter Bay residences, Deception Pass State Park and surrounding residences. These measurements should be correlated with the thresholds for hearing loss listed above. The EIS should complete medical surveys in all communities involved to document hearing loss. Audiograms should be offered to affected citizen to document

hearing loss. Where possible, the audiograms should be compared to previously recorded ones.

14. Health Effect - Medication Usage

A study in one community showed that the use of prescription drugs for sedatives, hypnotics, antacids, and antihypertensives increased significantly after opening a runway that resulted in loud aircraft overflight.³⁵ In general the physiologic and psychological responses to loud environmental noise increase requirements for medical care and medications. A medical survey completed by residents near OLF Coupeville, Table 5, shows that many residents exposed to low level Navy jet overflights experience stress induced illness requiring treatment by a physician.

Conclusion

The EIS should complete medical surveys in all communities affected by flying to document stress induced illnesses and the use of medications to treat them.

15. Health Effect - Hypertension

Experimental studies have shown: (1) increases of systolic and diastolic blood pressure with exposure to 85 dBA for 8 hours³⁶ and (2) increases of blood pressure and blood cortisol during playback of military jet overflights with 100-125 dBA.³⁷ In patients with essential hypertension, exposure to noise at 105 dBA for 30 min further increased blood pressure and peripheral vascular resistance.³⁸ Epidemiologic studies have shown elevated blood pressure and hearing loss in many of 433 children exposed to military jet overflights at 75 meters compared to controls.³⁹ Eighty five workers exposed to 85 dBA showed elevations of systolic and diastolic pressures compared to age matched controls not exposed. A review of 40 studies showed a consistent correlation of prolonged high intensity industrial noise and hypertension.⁴⁰ FISE noise studies, Table 2, show that many communities are exposed to noise at or above the thresholds cited in studies to induce hypertension. A medical survey completed by residents near OLF Coupeville, Table 5, shows that many residents exposed to low level Navy jet overflights experience stress induced illness requiring treatment by a physician.

Conclusion

The EIS should complete medical surveys in all communities affected by flying to document the incidence of hypertension and compare it to the expected incidence in communities not exposed to the noise and stress associated with military jet operations.

16. Safety and Aircraft Crash Potential

This section addresses a primary concern of FISE regarding the safety of operation of Navy jet aircraft in the vicinity of NAS Whidbey. The immediate area of NAS Whidbey includes

overflight of three of the fastest growing counties in Washington (Island, Skagit, and San Juan), six major communities (Oak Harbor, Coupeville, Deception Pass State Park, Shelter Bay, Guemes, and Anacortes), and two oil refineries.

In a previous evaluation Navy data revealed that in flight operations around NAS Whidbey, 29 aircraft crashed between 1967-1990. Of those crashes, 11 occurred within 15 miles of Ault Field at NAS Whidbey. Within this 15 mile radius are located five civilian areas of concern.

(a) OLF Coupeville is a small naval auxiliary airfield surrounded by a residential community. Annually 20,000-30,000 FCLP operations are carried out, mostly at night. The civilian residents of the area are subjected to frequent noise, vibration, and anxiety about crashes as a result of these operations. A large community organization WISE has often complained about this situation. The Navy has continued operations under “waivers” at this site due to runway inadequacies and has persisted in operation despite repeated warning from local residents and government officials.

(b) Shelter Bay is a community located at LA Conner, 6.9 miles east of Ault Field directly off the approach/departure corridor for runway 25/07. It experiences frequent overflights of low level jet traffic and is subject to considerable noise impact and risk of civilian casualty.

(c) March Point is a small peninsula on Fidalgo Island 11 miles northeast of Ault Field. The peninsula is the site of two major oil refineries as well as several smaller chemical industries. Several of the routine approaches to NAS Whidbey bring jet aircraft on a ground track over March Point. These include HI TACAN 7 & 13, GCA 7 & 13, as well as many vectored and visual approaches. The refineries contain billions of pounds of explosive and toxic substances. Among these are substances which have a potential for support of fires (4.4 billion pounds), explosive pressure release (160 million pounds), chemical reactivity (400,000 pounds), acute health effects (4.7 billion pounds), and chronic health effects (4.4 billion pounds).

In communicating with both refineries, it is apparent that their disaster plans are poorly conceived and don't include the possibility of a navy jet having lost control and crashing into multiple containment facilities for these toxic substances. In fact, during February of 1991, a small scale disaster occurred at Texaco wherein a pump casing exploded and a large quantity of unrefined oil escaped onto land at the refinery. Some of this oil subsequently entered Puget Sound. Texaco's response was characterized by slowness and chaos. Texaco seemed unsure how to proceed with water cleanup and animal rescue procedures. Community concerns were raised about the effectiveness of either company responding to a large scale disaster.

(d) Guemes Island is located 13.9 miles north of NAS Whidbey and one mile north of Anacortes. Prior to 1988, this small island community was rarely overflown by A-6 traffic. In 1988 NAS Whidbey arbitrarily made a decision without following the NEPA process to place a radar turning point at Cap Sante and vector aircraft away from Anacortes and over Guemes. Since that time Guemes has been subjected to exponential increases in noise energy and accident potential. The Guemes Island Environmental Trust (GIET) was formed and filed suit against the Navy, claiming a violation of their rights under The National Environmental Policy Act. In early 1991, the commanding officer of NAS Whidbey announced to the GIET that the radar turning

point would be removed from Cap Sante. Subsequently, A-6 traffic has flown over Anacortes, avoiding Guemes. As the noise and safety issues increase over Anacortes, similar thoughts of lawsuit are entertained by residents of Anacortes for yet another violation of the NEPA process.

(e) Oak Harbor is a small city located two miles south of Ault Field. It is located directly off the approach/departure corridor of runways 31/13. Because of its proximity to NAS Whidbey, Oak Harbor's business and residential community is particularly at risk of damage from an accident. NAS Whidbey has the smallest land base associated with jet operations of all Naval facilities (<5,000 acres.) No new Navy land of significance has been purchased since the 1940's. The Navy's aviation operations have encroached significantly on the surround communities since 1985. Island County is one of the fastest growing populations in the state and is composed of many retirement and recreation oriented people.

Local citizens groups including FISE have repeatedly offered solutions to mitigate many of the factors contributing to safety dangers. The cost of them might be high in absolute terms but reasonable in relative terms compared to potential property damage and liability claims in legal actions arising out of a disaster at Coupeville, Oak Harbor, or the oil refineries on March Point.

- (a) Building an alternate landing field at a remote site such as Quillayute on the Olympic peninsula some 84 miles from NAS Whidbey would allow FCLP and other operations to occur away from populated areas and continue all night if desired. Cost estimates of \$25 million have been alleged for restoring the existing field to Navy standards. Additional costs would include the added time of flight of approximately \$840/round trip (25.2 minutes @ 400 KTS \$2,000/hr.)
- (b) The cost of relocating operations to Lemoore, CA or Oceana, VA may be significantly less when all factors are considered. These sites have existing facilities and surrounding property that buffers them from noise and safety considerations.

Conclusion

Significant navy jet related accident potential exists within 15 miles of NAS Whidbey. A-6's have often crashed due to materials failures that result in loss of ability to control the aircraft. Due to the small size of Navy land holdings and the growing civilian residential, business, and industrial communities surrounding NAS Whidbey, a navy jet crash will eventually cause a community disaster. The EIS should address the issue of jet flight operations encroachment on the surrounding communities. The Navy should abandon its philosophy of designating accident zones in community property and replace it with one of eliminating the accident risk by purchasing the areas at risk or removing flight operations to areas where they own the land at risk. Flight operation over particularly sensitive area should be eliminated. One of these is the March Point refinery complex on Fidalgo Island. The EIS should include an alternative that removes flights from the populated areas in the EIS study area to a remote area where encroachment by the Navy on the community is reduced or removed. A cost analysis of implementing such an alternative should be included in the EIS.

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Table 1

**FISE Noise Study
Measurement Site Locations
Ldn All Measurements**

Community	Ldn: All Dates	Address of Site	DEIS Equivalent Site
Coupeville	79.9	South Admiral Drive	6
Dugualla Bay	62.5	East Dugualla Road	11
Oak Harbor	63.4	Polnell Road	NA
North Whidbey	63.5	Park Lane off Troxel	NA
Deception Pass	70.3	State Park	NA
Dewey Beach	58.7	Yokeko Drive	NA
Rosario Bluff	59.6	Taylor Road	1
Fidalgo Ginnett Rd	54.0	Ginnett Road	NA
Campbell Lake	52.7	Campbell Lake Road	NA
Shelter Bay	62.4	Tillamuck & Klamath	10
Skyline	56.3	Skyline Way	2
Guemes	53.6	South Shore Road	9
Lopez	58.2	Whatmough Bay	NA
Orcas	49.2	Moss Hill Road	NA

Figure 1

Sleep Disturbance by Navy Jet Noise Campbell Lake Road 7/18/89

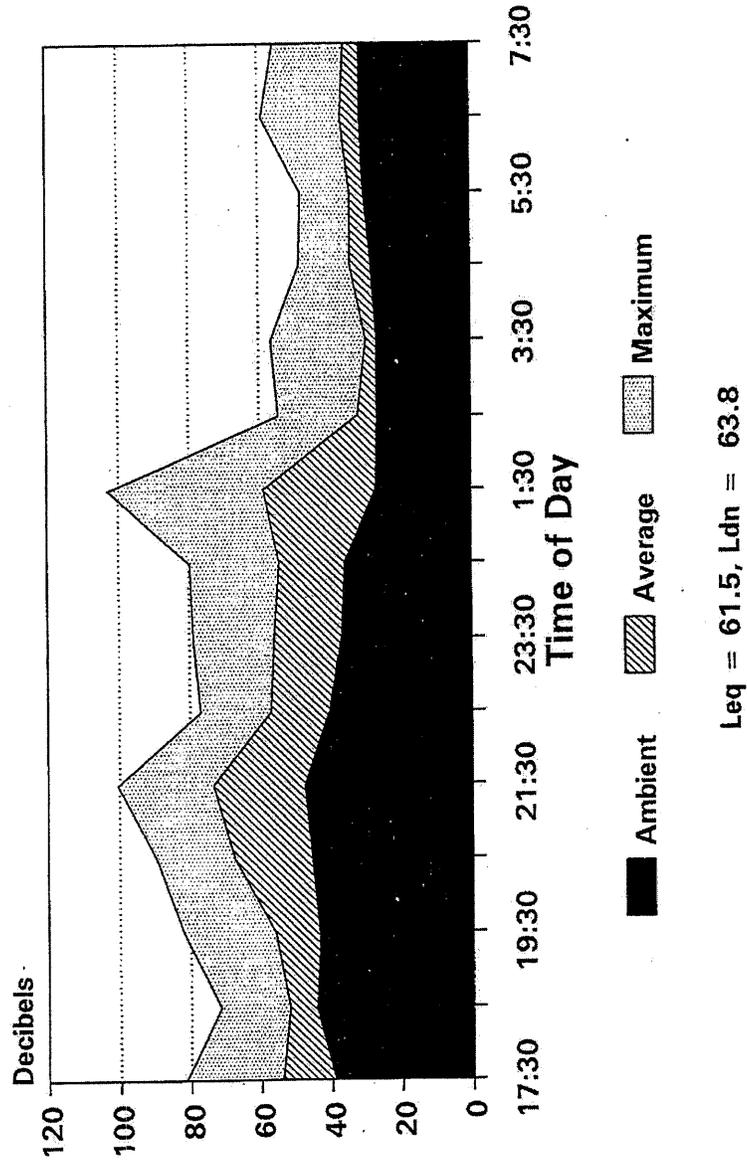


Table 2

Community	Flying													Lmax
	M70	M75	M80	M85	M90	M95	M100	M105	M110					
Coupeville	3 ± 4	3 ± 4	7 ± 7	6 ± 3	12 ± 9	14 ± 7	14 ± 8	14 ± 7	5 ± 7				111 ± 4	
Duguelle Bay	NA	NA	NA	NA	NA	NA	NA	NA	NA				NA	
Oak Harbor	28 ± 8	24 ± 12	27 ± 15	17 ± 13	4 ± 2	1 ± 0	0	0	0				96 ± 5	
North Whidbey	68 ± 52	34 ± 20	8 ± 3	1 ± 0	1 ± 1	1 ± 1	0	0	0				94 ± 8	
Deception Pass	86 ± 47	49 ± 14	38 ± 23	12 ± 3	11 ± 9	10 ± 14	5 ± 6	2 ± 2	0				105 ± 6	
Dewey Beach	57 ± 29	22 ± 4	9 ± 4	1 ± 1	1 ± 2	0	0	0	0				88 ± 3	
Rosario Bluff	80 ± 55	57 ± 44	16 ± 11	3 ± 2	1 ± 1	0	0	0	0				92 ± 3	
Fidalgo Ginnett Rd	26 ± 6	16 ± 1	11 ± 1	2 ± 0	1 ± 1	0	0	0	0				89 ± 4	
Shelter Bay	63 ± 50	38 ± 23	23 ± 20	6 ± 4	3 ± 3	2 ± 4	1 ± 1	0	0				99 ± 9	
Skyline	70 ± 19	16 ± 11	4 ± 2	1 ± 1	0	0	0	0	0				85 ± 3	
Guemes	21 ± 9	11 ± 2	6 ± 3	2 ± 1	1 ± 1	0	0	0	0				89 ± 3	
Lopez	16 ± 8	6 ± 2	1 ± 1	1 ± 0	0	0	0	0	0				88 ± 4	

All measurements are mean ± standard deviation
 NA = Not Available
 M70 = Number minutes when maximum sound was in the 70-74 dBA range
 M75 = Number minutes when maximum sound was in the 75-79 dBA range
 M80 = Number minutes when maximum sound was in the 80-84 dBA range
 M110 = Number minutes when maximum sound exceeded 110 dBA
 Lmax = Maximum dBA recorded during entire day

Table 3

FISE Community Noise Study: 1989-1990; Average Noise During New Jets Flying
5,878 hours (261 days) Utilizing Quietest M27 & M2B Sound Level Meters

Community	Not Flying		Flying												
	Leq	Ldn	Leq	Ldn	A65	A70	A75	A80	A85	A90	T65	N65	L90	AN	
Coupeville	45.2	50.8	76.1	80.3	14±8	28±15	35±13	26±24	20±27	12±24	136±65	53±35	38±0.5	38±7	
Dugueila Bay	45.3	49.5	59.9	64.3	22±7	20±11	7±5	2±2	0	0	50±21	11±10	39±0	25±2	
Oak Harbor	48.3	49.1	62.4	64.9	NA	NA	38±1	26±3							
North Whidbey	45.7	47.9	60.6	63.5	NA	NA	37±1	26±3							
Deception Pass	45.6	48.0	70.7	72.0	NA	NA	40±1	31±4							
Dewey Beach	52.4	54.4	58.5	60.1	40±30	20±18	1±1	0	0	0	61±46	9±18	39±1.3	21±3	
Rosario Bluff	42.2	46.6	59.9	60.5	NA	NA	40±1	21±1							
Fidalgo Ginnett Rd	48.9	50.7	51.2	54.8	8±4	2±1	1±1	0	0	0	10±5	1±0	38±0.5	16±2	
Campbell Lake	48.5	52.6	50.3	53.1	4±2	2±1	0	0	0	0	6±3	0	39±1.0	13±2	
Shelter Bay	44.7	53.6	56.9	63.5	20±19	7±6	2±3	1±1	1±1	0	30±26	5±11	39±1.6	19±4	
Skyline	50.3	55.7	52.4	57.2	7±1	4±3	1±1	0	0	0	12±5	1±1	39±0	16±2	
Guemes	44.7	51.0	52.9	56.1	10±9	2±2	1±1	0	0	0	13±11	1±3	39±0.4	15±3	
Lopez	48.6	53.5	60.1	64.1	7±5	2±1	1±1	0	0	0	11±6	1±1	39±0.5	19±4	
Orcas	46.2	49.2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	

All measurements are mean ± standard deviation except Leq & Ldn which are calculated from all measurements during the specified period

NA = Not Available

Leq = Equivalent sound level, i.e., all sound energy averaged over the time period

Ldn = Equivalent sound level day-night (10 dBA penalty for sound between 2200-0700)

A65 = Number of 1 minute Leq's that were in the 65-69 dBA range

A70 = Number of 1 minute Leq's that were in the 70-74 dBA range

A75, etc as above

A90 = Number of 1 minute Leq's that exceeded 90dBA

T65 = Sum of all A65-A90 minutes, i.e., all one minute events exceeding 65 dBA (almost all of these represent military jet activity)

N65 = Same as T65 except only those events between 2200-0700 hours

L90 = Leq exceeded during 90% of all recordings (Represents ambient sound, i.e. the average quiet background noise)

AN = Ldn-L90, a measure of human annoyance with noise pollution. Where community response is: AN 7 = no response; AN 11 = sporadic complaint; AN 17 = widespread complaint; AN 26 = threats of litigation; AN 33+ = vigorous action

Table 4

FISE Community Noise Study 1989-1990: Relative Loudness 5,578 hours (261 days) utilizing Quest M27 & M28 Sound Level Meters					
Community	Not Flying		Flying		Relative Loudness*
	Leq		Leq		
Coupeville	45.2		76.1		8.1
Dugalla Bay	45.3		59.9		2.8
Oak Harbor	48.3		62.4		2.7
North Whidbey	45.7		60.6		2.8
Deception Pass	45.6		70.7		5.7
Dewey Beach	52.4		58.5		1.5
Rosario Bluff	42.2		59.9		3.4
Fidalgo Ginnett Rd	48.9		51.2		1.2
Campbell Lake	48.5		50.3		1.1
Shelter Bay	44.7		56.9		2.3
Skyline	50.3		52.4		1.2
Guemes	44.7		52.9		1.8
Lopez	48.6		60.1		2.3
Orcas	46.2		NA		NA

Leq = Equivalent sound level, i.e., all sound energy averaged over the # of hours
 * Perceived loudness changes 2 fold for each 10 dBA increase in noise

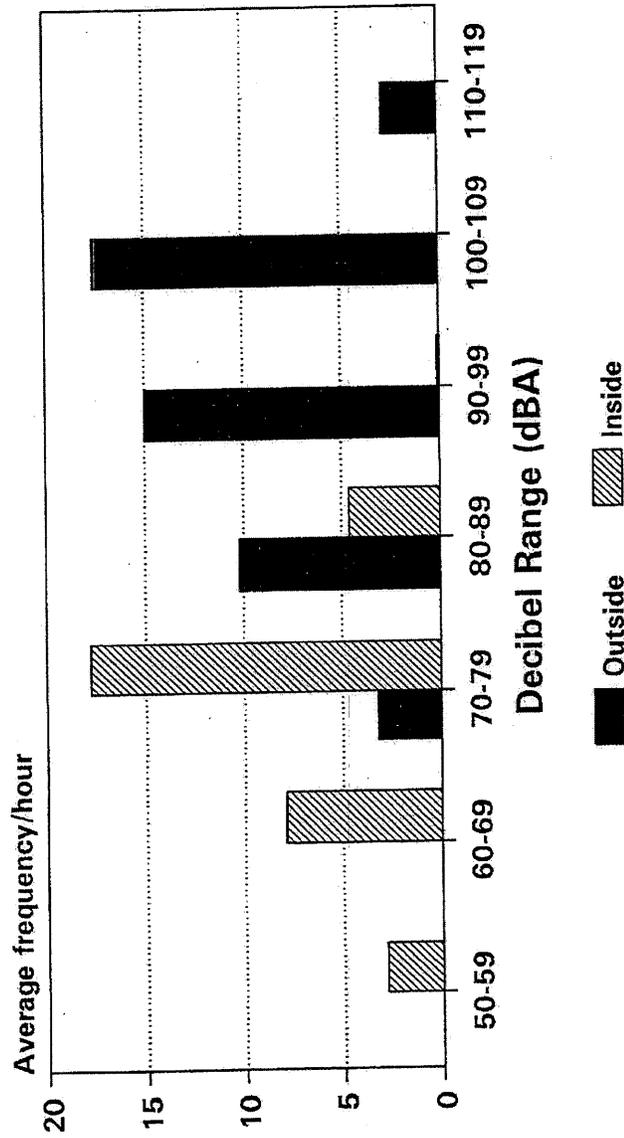
Table 5

Community Health Survey
OLF Coupeville Area
139 Respondents

- 93% said that their overall feeling of wellness had been impacted adversely by Navy aviation operations at OLF
- 76% said they were under physical and mental stress
- Of those reporting stress, 29% said that they had seen a doctor at least once for stress induced illness
- One person reported being hospitalized twice
- 92% of residents surveyed reported that their normal sleep patterns were interrupted by Navy operations
- 53% said they believed they were losing their hearing over and above the normal aging loss
- 87% reported that their houses vibrated as a result of low level flights

Figure 2

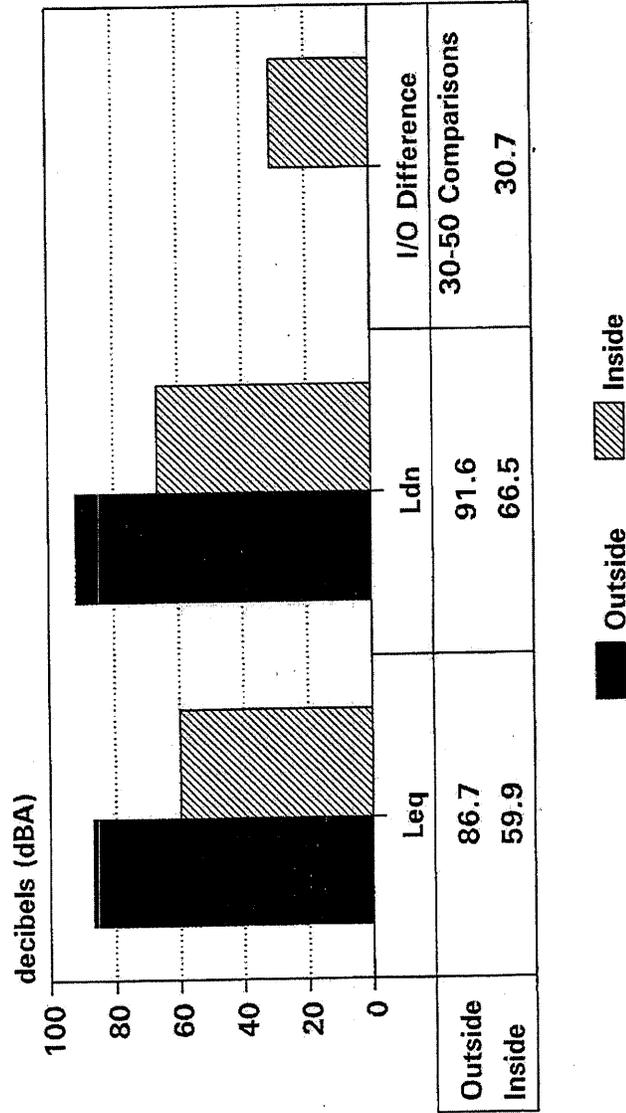
Residential Peak Noise Outside vs Inside



Coupeville (N = 8), 1992

Figure 3

Residential Average Noise Outside vs Inside



Coupeville (N = 8), 1992

To: WhidbeyEIS@navy.mil
Cc: concernedislandcitizens.org
Subject: Changes in Whidbey Nas flight patterns and impact on all surrounding communities: Attention: EA-18G Project Manager (code EV21/SS)

From:

(b)(6)

Sirs;

Here are some concerns which I would wish the EIS project and Whidbey NAS in general to address.

1. As I understand it, more squadrons are scheduled for Whidbey NAS. How can the base vow to hit lower flight projections with more planes?
2. Why do planes not fly over officer housing? Shouldn't we all share ?
3. ~~Why do planes now fly where they previously were conspicuously absent?~~ I have lived purposely outside of all designated noise zones for over thirty years, and have neighbors who predate me by twenty years. We built to avoid jet noise patterns, but now the navy has come to us and daily over flies Penn Cove, mostly from west to east. ~~WHY NOW?~~ For decades, these flights weren't necessary for training. ~~What has changed?~~ Multiple people write about grandfathered status for OLF, I'd like the same status for previously quiet locations.
4. The EIS scope should cover all of Whidbey Island, not just the OLF vicinity. Any area which is subject to over flights, should be studied with real planes at various altitudes and speeds. Noise should be evaluated during its emission, not averaged. Averaging is like dividing Al Qaeda numbers by every square mile of the Middle East and arriving at the conclusion that there are very few terrorists in any particular area.
5. Who compensates property owners for inverse condemnation? Has economic impact been studied as to lost tax revenue due to lowered property values?
6. How does the EIS evaluate the degradation of qualities of life as well as the natural environment, in what has been considered one of the most desirable locations in the United States?

What was acceptable and necessary in the heat of WWII is no longer fitting in the Modern Puget Sound. When the base came into existence you could buy dynamite and blow up your own stumps; keep livestock right in town; dig and use an outhouse; build with few, if any permits; hunt almost anything anywhere, and never worry about bothering someone else's rights. All these and multiple other "Freedoms" have been deemed inappropriate and dangerous in a more populated, modern society. Following the same reasoning, the base which has grown to the point of endangering the community, its quality of life, and the natural beauty and tranquility of Whidbey Island, no longer fits its old location. Times change. The base needs to adapt too, not just the environment and the citizens.

Yours,

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

Attn: Code EV21/SS

- The Navy must stop being disingenuous about EIS statements regarding the tremendous increase in activity at NAS Whidbey and, particularly, the Outlying Field in Coupeville, WA. The Navy has approached this increase in activity, personnel, equipment, noise and pollution incrementally. Beginning with a false and misleading EIS filed in 2005 regarding the impact of the EA-18 Growlers, the Navy is using a misleading baseline to analyze incremental increases instead of analyzing the total impact of all activity on the environment and civilian population of Whidbey Island. The EIS relating to the P-8As should also have been included in a broader EIS relating to all activity at NAS Whidbey and the consequent impact on activity at the Outlying Field (OLF) of increasing squadrons of all planes deployed on Whidbey Island.
- The Navy must utilize the actual number of decibels produced by a single Growler touch and go, as the science holds that even one exposure to noise in excess of 75 decibels may cause permanent hearing damage. Instead the Navy utilizes a 24 hour period when the level of a single Growlers flight is averaged with levels when there are zero flights producing an average decibel level that is meaningless when one may be exposed to levels in excess of 100 decibels for hours during that 24 hour period.
- The Navy has never examined the effects of jet exhaust on the environment of central Whidbey. Many residents have had arborists report that trees are dying off because of chemicals emitted from jets flying low over gardens and forested areas. Many residents such as myself moved to Central and South Whidbey specifically because of its reputation for clean air and water. Dumping fuel in our water and exhaust from the tremendous increase in numbers of touch and goes is affecting our health and the health of vegetation on Whidbey Island.
- Furthermore, Whidbey Island has long been a resting place for migratory birds. Our property is a certified backyard wildlife sanctuary and we have noticed a significant decrease in the quantity and variety of species using our bird feeders and water supplies.
- These emissions and noise from planes has a direct negative effect on the economy of Central Whidbey. Our two major industries and employers are the tourism industry and organic farming. Tourists have left our bed and breakfasts and restaurants never to return because the noise is unbearable. Can our farms actually claim to be organic when fuel is being emitted over them? Another major employer is the hospital. The noise when planes flying over the hospital at over 100 decibels prevent many prospective patients from using the hospital's facilities, except for emergencies, because one cannot recover when one cannot sleep.
- There have been Growler practices that begin before 7 am and extend to after 1 am for consecutive days at a time with breaks of approximately an hour between sets of touch and goes. When are residents supposed to sleep? I can document a significant rise in blood pressure since the Growlers started touch and go practice at the OLF and my husband can document hearing loss and tinnitus. My doctors can also document that while my health had improved

greatly after moving to Coupeville in 2007, it has declined since 2012 when the Growlers began touch and go practice.

- We purchased our home at the height of the real estate market in 2007. We put nearly \$70,000 of modifications into it. When the Growlers began flying we consulted a real estate agent who told us we would be lucky to get half the value of our investment, if we were able to sell the property at all. While real estate values have fallen nationwide and on Whidbey Island, other areas of the Pacific Northwest have begun to rebound, and values in South Whidbey have recovered dramatically, while properties in postal code 98239, near the outlying field, continue to plummet. We never signed any form of disclosure regarding the existence of the OLF and that was confirmed in writing by the broker who sold us our property. Roughly a third of all buyers in 98239 never signed any such notice as per a survey done by the Mayor and a Commissioner.
- Visually, until this year, the actual size of the OLF could not be seen from the single main road, Routes 525/20, that travels the length of Whidbey Island. Early this year, the Navy cut down much forest land that hid the OLF from view. We are not certain even today if the OLF was always that large, or whether the Navy enlarged it. Then the Navy placed concrete barriers in place of the trees. When residents and Citizens of Ebey's Reserve, a national park complained that these actions made the entrance to this national treasure look like an armed military installation and ruined the scenic beauty of our quiet peaceful reserve, we were told it was for security reasons. Security reasons? In the last 50 years the only illegal encroachment onto the OLF was by one drunk driver, and I doubt any protestors would try driving through a forest. The forest was a far more effective barrier than two foot high cement blocks and far more attractive in keeping with the scenic value of Ebey's Reserve, purportedly a national treasure.
- In addition to the health risks that the Navy has tried to cover up by averaging decibel levels during practice session with decibel levels when there is virtual silence, the touch and goes make enjoyment of life impossible. One cannot be out of doors hiking, fishing, gardening or even walking a dog. Inside, even in homes built to the specifications that Navy, itself, provided to Island County, one cannot have a conversation, hear a telephone ring or listen to a radio or television. We have been taken from our quiet rural existence and thrust into a war zone.

The OLF should be closed. No one was ever told that we lived in a crash zone, not even those who received disclosures that warned of excessive noise. This is an inhabited area, and the Growlers have had a history of mishaps and crashes. There are two schools in the crash zone and an animal shelter. Flying Growlers in touch and go practices is incompatible with the human, animal and avian life in their path.

If we were enemy combatants, what the Navy is doing to citizens they have vowed to serve and protect would be deemed torture under the Geneva Conventions (prolonged exposure to noise and sleep deprivation). This must stop. The OLF must be closed.

This is an abuse of human rights by the military that is sworn to protect and serve. Must we take our concerns to the United Nations?

Respectfully submitted,

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

Attn: Code EV21/SS

Here are some comments for inclusion in the subject Draft EIS:

Noise:

The most obvious problem with the proposal to continue and add to Growler activities at Ault Field and Coupeville's Outlying Field (OLF) is that noise levels surrounding the OLF are already unacceptably high! The Department of the Navy must close OLF and practice touch & go landings elsewhere.

Those of us in the Coupeville community are baffled by the Navy's assertions that the Growlers are not as noisy as the Prowler aircraft that they are replacing. Perhaps the problem is that the Navy's assertion is based, not on field monitoring, but on laboratory testing. Is it possible that the testing was based on aircraft with baffles? Otherwise I am baffled as to how to explain that the Navy is making a statement that appears to be at considerable variance from observable data.

When the Navy began introducing Growler aircraft and increasing the level activity far beyond what they had promised, noise levels in the Coupeville area increased dramatically. I have recently been diagnosed by a Board-certified Audiologist as having both hearing loss and tinnitus. My personal life has been drastically affected. When practice sessions are underway at OLF I cannot garden, sit on my deck, or hike along the beach in my subdivision. This intrusion is not limited to outdoor activities. During touch & gos I cannot talk on the telephone, listen to TV or radio or even carry on a conversation with my wife. I cannot even sleep during the summer when these exercises go on until 1 AM! My home was built in 1995 to code requirements, such as double-paned windows, but that is no protection against Growler noise. And, I would like to point out to the Navy that, before the introduction of Growlers and the ramping up of touch & go activity, there was no noise problem here, which I am sure you can verify by checking your complaint records.

The previous environmental assessment (2005), which concluded that the Growlers would not present a noise problem, was grossly deficient! Using a noise average (DNL) is a pointless exercise. For example, if one has his head in an oven and his feet in a freezer, on average he is comfortable. Another pointless calculation is using 1000 foot altitude for noise levels (SEL). During touch & gos, the aircraft flying over my home are at 500 feet or less. I am astonished that, at the scoping meetings, the Department of the Navy continued to propound these defective noise assessment techniques. The Navy needs to do on site testing and not rely on computer modeling so that its calculations can be based on real-life situations.

Historic Preservation:

The OLF is situated at the gateway to Ebey's Landing National Historic Reserve. This Reserve is a unique national park that preserves features and patterns of settlement and development associated with Native American use and occupation, early pioneer emigration, New England sea captain's settlement, and military encampments, all within the context of a working viable community. This Reserve was established by the US Congress in 1980 as the first and one of the largest such reserves in the United States. Its 22 square miles encompass farmlands, Fort Ebey State Park, beaches, parks, trails and 91 nationally registered historic structures.

What the Navy did was to place over one thousand 40-inch Jersey barriers around the perimeter of OLF, stamped with "government property, do not trespass". This exceedingly unsightly development, at the gateway to the Ebey's Landing National Historic Reserve was ostensibly done in the name of security, despite the fact that the OLF has been located in Coupeville for over fifty years without any security violations other than one drunk driver who caused some minor damage. The real reason for this unsightly intrusion is the Navy's intention to poke a stick in the eye of the Coupeville community because some in the community had the temerity to complain about noise from OLF operations. As proof of these bad intentions is the fact that the Navy cut down trees and vegetation surrounding OLF earlier this year. This vegetation would have prevented the type of intrusions that the Navy now says it is concerned about.

The Navy has to commit to making a sincere effort to engage the community in a real discussion of the protection of Whidbey Islands historic and architectural resources.

One specific historic resource, the Chief Snakelum Shrine, is currently being adversely affected by touch & go operations. As the Chief of the Skagit Indian Tribe, Chief Snakelum, for whom Snakelum Point in Penn Cove was named was a significant figure in the history of Whidbey Island. As such, his burial place, at the intersection of Parker Road and Rhodena Drive is eligible for inclusion on the national Register of Historic Places. The shrine to a notable Chief should be a place of quiet reverence, but, unfortunately, it is in the flight path for OLF operations and aircraft is often less than 350 feet overhead at that point, making an unbearable amount of noise and preventing the tribe from scheduling any observances.

Central Whidbey depends heavily on tourism, based on the beauty and history of Ebey's Landing. The use of Growler aircraft and the increased level of activity at OLF is severely impinging on tourism. This, in turn, makes preservation of the historical and archaeologist resources of Ebey's Landing more precarious. Flight activities at OLF must end so that the Ebey's Landing National Reserve can flourish.

Safety:

There was scant information available at the scoping meeting about safety issues. There was no map of the crash zone for OLF, nor was there any data estimating the probability of a crash. This needs to be addressed in the Draft EIS. It should be noted that Coupeville area youth play their Little League games very close to OLF. Are they in danger? What about the Coupeville schools?

There was no information available at the scoping meeting about fuel dumping. The area surrounding OLF has a number of small farms, which sell their produce directly to the community. Is fuel being dumped? If so, how much? We have heard NAS Whidbey pilots brag about dumping fuel over the Smith Island Marine Sanctuary. Has there been any assessment of the damage that has been done by this practice. What is the effect of dumping fuel in the Puget Sound at large?

The Draft EIS needs to address the issue of air pollution caused by NAS Whidbey aircraft. The Department of the Navy has refused to switch from lead-based fuel decades after automobiles made this switch. With the drastic increase of air traffic because of this and other proposed "improvements" at NAS Whidbey, how much of a deterioration in air quality can we expect to see over the next few years?

Social Justice:

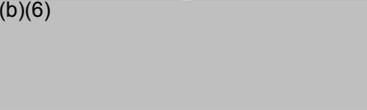
What percentage of students in the Coupeville School District are low-income? Is the low-income nature of the Coupeville and Oak Harbor communities why the Department of the Navy is foisting all of these additional squadrons of aircraft in these communities? Has the Department of the Navy ruled out certain communities because they have higher average incomes?

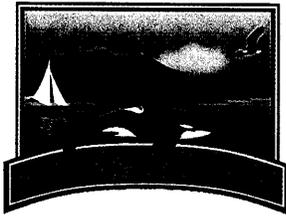
Summary:

NAS Whidbey has not been a good neighbor to the Coupeville community. The Navy has misrepresented noise pollution and unnecessarily surrounded the OLF with unsightly cement blocks. Although NAS Whidbey says that it meets with the local community on a regular basis, those expressing concerns about expansion plans have been excluded from these discussions. It appears the Navy has the same disdain for our concerns that it has for the safety of whales being subjected to sonar testing. I think we deserve better!

Sincerely,

(b)(6)





San Juan County Council

350 Court Street No. 1
Friday Harbor, WA
98250
(360) 378 - 2898

District 1, Bob Jarman
District 2, Rick Hughes
District 3, Jamie Stephens

December 17, 2013

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

Dear Madam or Sir:

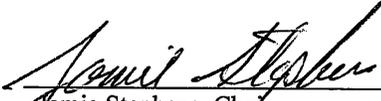
The islands of San Juan County lie to the west of NAS Whidbey and are within the radius of impacts from flight and maintenance operations on the base. Since the introduction of the EA-18G aircraft, there has been an increased sound and vibrational impact to our communities. It is different than the previous ten years. The elements that affect the noise we hear (air, clouds, water, and wind) have not changed, yet the jets are heard in more parts of the County than before. The low frequency vibration is felt through walls and affects windows and other structural elements. This low frequency may require different ways of operation and mitigation that have not been necessary before. The San Juan County Council requests that the EIS for the 2 additional squadrons of Growlers include:

- Record and study the maximum frequency spectrum and intensity in San Juan County during all operations, flight, run-ups, and regular maintenance; not just the decibel rating.
- Measure the Sound Exposure Level in San Juan County during all types of operations including flyovers.
- Measure and record the SEL at altitudes greater than 1000 feet to determine if a higher altitude would cause less impact.
- Since this is a much more powerful aircraft than the Prowler and operates at a lower frequency, determine sound mitigation measures that may be taken to dampen the sound and sound transmission to that of the Prowler during flight operations and maintenance operations.
- Restrict flight ops over San Juan County islands. Flight ops over land are not needed because the approach pattern can be done over water.

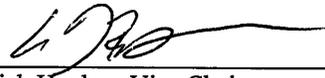
Thank you for your consideration.

Sincerely,

**COUNTY COUNCIL
SAN JUAN COUNTY, WASHINGTON**



Jamie Stephens, Chair
District No. 3



Rick Hughes, Vice Chair
District No. 2



Bob Jarman, Member
District No. 1