

Environmental Impact Statement for EA-18G “Growler” Airfield Operations at Naval Air Station Whidbey Island Complex, WA

Volume 4: Appendices D through M

September 2018

Prepared for:



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Prepared by:



United States Department of the Navy

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Appendix D

Transportation Trip Generation Data

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Appendix D: Trip Generation Data

Percentage of Existing Housing Unit Types

ITE Land Use Code	Housing Unit Type (American FactFinder)	Island County	Skagit County	Anacortes	Coupeville	Mount Vernon	Oak Harbor
Single-Family Detached Housing	1-unit, detached	0.773	0.734	0.764	0.65	0.59	0.501
Low-Rise Residential Condominium/Townhouse	1-unit, attached	0.03	0.026	0.037	0.032	0.029	0.095
Low-Rise Apartment	2 units, 3 or 4 units, 5 to 9 units, 10 to 19 units, 20 or more units	0.112	0.159	0.174	0.199	0.318	0.34
Mobile Park Home	Mobile home, Boat, RV, van, etc.	0.084	0.08	0.024	0.12	0.062	0.063

Source: USCB n.d. c; Institute of Traffic Engineers, 2012

Expected Distribution of Household Trips

Municipality	Dependents	Personnel
City of Oak Harbor	69.9%	100.0%
Town of Coupeville	4.6%	8.8%
Anacortes	12.2%	21.4%
Mount Vernon	5.0%	9.2%
Island County	4.2%	4.2%
Skagit County	4.2%	4.2%

Distribution of trips is based on "Personnel Stationed and Employed at NAS Whidbey Island by Place of Residence" Source: Coury, 2018

Note: All Navy personnel trips are assumed to start or end at Ault Field; all Navy personnel dependent trips are assumed to stay within municipality of residence
Assumed no new Navy personnel would live on base; the percentage of Navy personnel living on base (41.6%) was distributed proportionally across the study area

Total Number of Households by Alternative

Municipality	Alternative 1	Alternative 2	Alternative 3
Total Households	335	628	341
City of Oak Harbor	234	439	238
Town of Coupeville	15	29	16
Anacortes	41	77	42
Mount Vernon	17	31	17
Island County	14	26	14
Skagit County	14	26	14

Number of households is based on "Personnel Stationed and Employed at NAS Whidbey Island by Place of Residence" Source: Coury, 2018

Number of New Household Unit Type Under Alternative 1

ITE Land Use Code	Island County	Skagit County	Anacortes	Coupeville	Mount Vernon	Oak harbor
Single-Family Detached Housing	11	10	31	10	10	117
Low-Rise Residential Condominium/ Townho	0	0	2	0	0	22
Low-Rise Apartment	2	2	7	3	5	80
Mobile Park Home	1	1	1	2	1	15

Number of households is based on "Personnel Stationed and Employed at NAS Whidbey Island by Place of Residence" (Source: Coury, 2018) and percentage of existing housing unit types (Source: USCB n.d. c)

Number of New Household Unit Type Under Alternative 2

ITE Land Use Code	Island County	Skagit County	Anacortes	Coupeville	Mount Vernon	Oak harbor
Single-Family Detached Housing	20	19	59	19	19	220
Low-Rise Residential Condominium/ Townho	1	1	3	1	1	42
Low-Rise Apartment	3	4	13	6	10	149
Mobile Park Home	2	2	2	3	2	28

Number of households is based on "Personnel Stationed and Employed at NAS Whidbey Island by Place of Residence" (Source: Coury, 2018) and percentage of existing housing unit types (Source: USCB n.d. c)

Number of New Household Unit Type Under Alternative 3

ITE Land Use Code	Island County	Skagit County	Anacortes	Coupeville	Mount Vernon	Oak harbor
Single-Family Detached Housing	11	11	32	10	10	119
Low-Rise Residential Condominium/ Townho	0	0	2	1	0	23
Low-Rise Apartment	2	2	7	3	5	81
Mobile Park Home	1	1	1	2	1	15

Number of households is based on "Personnel Stationed and Employed at NAS Whidbey Island by Place of Residence" (Source: Coury, 2018) and percentage of existing housing unit types (Source: USCB n.d. c)

Dependent Trip Generation Under Alternative 1

ITE Land Use Code	Island County	Skagit County	Anacortes	Coupeville	Mount Vernon	Oak harbor
Single-Family Detached Housing	82	78	235	75	74	882
Low-Rise Residential Condominium/ Townho	2	1	6	2	2	85
Low-Rise Apartment	7	10	33	14	25	370
Mobile Park Home	4	3	3	6	3	44
Total	94	93	277	97	104	1381

Trip generation is based on number of new household unit type and *ITE Trip Generation Manual 9th Edition* (Source: Institute of Traffic Engineers, 2012)

Note: Assumed 2 trips per household from ITE trip generation rate were Navy personnel traveling to and from Ault Field

Dependent Trip Generation Under Alternative 2

ITE Land Use Code	Island County	Skagit County	Anacortes	Coupeville	Mount Vernon	Oak harbor
Single-Family Detached Housing	153	146	440	141	139	1654
Low-Rise Residential Condominium/ Townhou	3	3	11	4	3	159
Low-Rise Apartment	14	20	62	27	46	694
Mobile Park Home	7	6	5	10	6	83
Total	177	174	518	182	195	2589

Trip generation is based on number of new household unit type and *ITE Trip Generation Manual 9th Edition* (Source: Institute of Traffic Engineers, 2012)

Note: Assumed 2 trips per household from ITE trip generation rate were Navy personnel traveling to and from Ault Field

Dependent Trip Generation Under Alternative 3

ITE Land Use Code	Island County	Skagit County	Anacortes	Coupeville	Mount Vernon	Oak harbor
Single-Family Detached Housing	83	79	239	77	76	898
Low-Rise Residential Condominium/Townhou	2	1	6	2	2	86
Low-Rise Apartment	7	11	34	15	25	377
Mobile Park Home	4	3	3	6	3	45
Total	96	94	282	99	106	1406

Trip generation is based on number of new household unit type and *ITE Trip Generation Manual 9th Edition* (Source: Institute of Traffic Engineers, 2012)

Note: Assumed 2 trips per household from ITE trip generation rate were Navy personnel traveling to and from Ault Field

Appendix D Transportation LOS

Road	Municipality	Location	Existing ADT	ADT Year	2010 HCM Table	K-Factor	D-Factor	Rural or Urban	Number of Lanes	Speed Limit	2-Lane Highway Type	Existing LOS	Percentage of NAS Whidbey Island Personnel Trip Generation Assignment	Percentage of NAS Whidbey Island Personnel Dependent Trip Generation Assignment	Growth Rate (2015-2020)*	No Action		Alternative 1		Alternative 2		Alternative 3	
																ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
SR 525	Island County	At Clinton Ferry Dock	6,100	2016	Exhibit 16-14	0.09	0.55	Urban	4	30	n/a	C	4.20%	10.60%	1.50%	6,192	C	6,314	C	6,421	C	6,316	C
SR 525	Island County	East of Humphrey Rd	7,300	2016	Exhibit 16-14	0.09	0.55	Urban	4	30	n/a	C	4.20%	10.60%	1.50%	7,410	C	7,532	C	7,639	C	7,534	C
SR 525	Island County	West of Humphrey Rd	8,700	2016	Exhibit 16-14	0.09	0.55	Urban	2	30	n/a	C	4.20%	10.60%	1.50%	8,831	C	8,953	C	9,060	C	8,955	C
SR 525	Island County	East of Cedar Vista Dr	9,400	2016	Exhibit 16-14	0.09	0.55	Urban	2	40	n/a	C	4.20%	10.60%	1.50%	9,541	C	9,663	C	9,770	C	9,666	C
SR 525	Island County	West of Campbell Rd	9,500	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	4.20%	10.60%	1.50%	9,643	C	9,765	C	9,872	C	9,767	C
SR 525	Island County	East of Maxwellton Rd	11,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	4.20%	10.60%	1.50%	11,165	C	11,287	C	11,394	C	11,290	C
SR 525	Island County	West of Maxwellton Rd	12,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	4.20%	10.60%	1.50%	12,180	C	12,302	C	12,409	C	12,305	C
SR 525	Island County	West of Bayview Rd	13,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	4.20%	10.60%	1.50%	13,195	C	13,317	C	13,424	C	13,320	C
SR 525	Freeland	West of Fish Rd	14,000	2016	Exhibit 16-14	0.09	0.55	Urban	2	45	n/a	C	4.20%	10.60%	1.50%	14,210	C	14,332	C	14,439	C	14,335	C
SR 525	Freeland	East of Honeymoon Bay Rd	12,000	2016	Exhibit 16-14	0.09	0.55	Urban	2	45	n/a	C	4.20%	10.60%	1.50%	12,180	C	12,302	C	12,409	C	12,305	C
SR 525	Freeland	West of Honeymoon Bay Rd	7,200	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	B	4.20%	10.60%	1.50%	7,308	B	7,430	B	7,537	B	7,433	B
SR 525	Island County	North of Ellwood Dr	7,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	B	4.20%	10.60%	1.50%	7,105	B	7,227	B	7,334	B	7,230	B
SR 525	Island County	South of SR 20	7,600	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	B	4.20%	10.60%	1.50%	7,714	B	7,836	B	7,943	B	7,839	B
SR 20	Island County	West of SR 525 and Race Rd	1,100	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	B	4.20%	10.60%	1.50%	1,117	B	1,239	B	1,346	B	1,241	B
SR 20	Island County	North of SR 525 and Race Rd	7,100	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	B	4.20%	10.60%	1.50%	7,207	B	7,329	B	7,436	B	7,331	B
SR 20	Island County	East of Quail Trail Lane	8,800	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	4.20%	10.60%	1.50%	8,932	C	9,054	C	9,161	C	9,057	C
SR 20	Coupeville	East of Main St	8,500	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	B	8.80%	5.90%	1.50%	8,628	B	8,783	C	8,920	C	8,786	C
SR 20	Coupeville	West of Main St	11,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	8.80%	5.90%	1.50%	11,165	C	11,321	C	11,457	C	11,324	C
SR 20	Island County	South of Libbey Rd	12,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	8.80%	10.60%	1.50%	12,180	C	12,333	C	12,467	C	12,336	C
SR 20	Island County	North of Sidney St	13,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	8.80%	10.60%	1.50%	13,195	C	13,348	C	13,482	C	13,351	C
SR 20	Oak Harbor	South of Swantown Rd	16,000	2016	Exhibit 16-14	0.09	0.55	Urban	2	30	n/a	C	100.00%	70.80%	1.50%	16,240	D	18,291	D	20,085	E	18,328	D
SR 20	Oak Harbor	North of Swantown Rd	20,000	2016	Exhibit 16-14	0.09	0.55	Urban	4	30	n/a	C	100.00%	70.80%	1.50%	20,300	C	22,351	C	24,145	C	22,388	C
SR 20	Oak Harbor	West of Beekma Dr	18,000	2016	Exhibit 16-14	0.09	0.55	Urban	4	30	n/a	C	100.00%	70.80%	1.50%	18,270	C	20,321	C	22,115	C	20,358	C
SR 20	Oak Harbor	North of SE Pioneer Way	15,000	2016	Exhibit 16-14	0.09	0.55	Urban	4	30	n/a	C	100.00%	70.80%	1.50%	15,225	C	17,276	C	19,070	C	17,313	C
SR 20	Oak Harbor	North of SE Barrington Ave	19,000	2016	Exhibit 16-14	0.09	0.55	Urban	4	30	n/a	C	100.00%	70.80%	1.50%	19,285	C	21,336	C	23,130	C	21,373	C
SR 20	Oak Harbor	South of SE Sixth Ave	21,000	2016	Exhibit 16-14	0.09	0.55	Urban	4	40	n/a	C	100.00%	70.80%	1.50%	21,315	C	23,366	C	25,160	C	23,403	C
SR 20	Oak Harbor	North of SE Sixth Ave	21,000	2016	Exhibit 16-14	0.09	0.55	Urban	4	40	n/a	C	100.00%	70.80%	1.50%	21,315	C	23,366	C	25,160	C	23,403	C
SR 20	Oak Harbor	South of SE Midway Blvd	18,000	2016	Exhibit 16-14	0.09	0.55	Urban	4	40	n/a	C	100.00%	70.80%	1.50%	18,270	C	20,321	C	22,115	C	20,358	C
SR 20	Oak Harbor	North of Goldie St	15,000	2016	Exhibit 16-14	0.09	0.55	Urban	2	40	n/a	C	100.00%	70.80%	1.50%	15,225	C	17,276	C	19,070	D	17,313	C
SR 20	Oak Harbor	North of Case Rd	13,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	C	100.00%	70.80%	1.50%	13,195	C	15,246	D	17,040	D	15,283	D
SR 20	Oak Harbor	North of Regatta Dr	17,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	D	100.00%	70.80%	1.50%	17,255	D	19,306	D	21,100	D	19,343	D
SR 20	Island County	South of Frostad Rd	18,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	D	21.40%	10.60%	1.50%	18,270	D	18,508	D	18,715	D	18,512	D
SR 20	Island County	North of Frostad Rd	17,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	D	21.40%	10.60%	1.50%	17,255	D	17,493	D	17,700	D	17,497	D
SR 20	Island County	North of Banta Rd	17,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	D	21.40%	10.60%	1.50%	17,255	D	17,493	D	17,700	D	17,497	D
SR 20	Skagit County	South of Rosario Dr	18,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I Rolling	D	21.40%	10.60%	5.30%	18,954	D	19,190	D	19,397	D	19,194	D
SR 20	Skagit County	North of Rosario Dr	15,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I Rolling	D	21.40%	10.60%	5.30%	15,795	D	16,031	D	16,238	D	16,035	D
SR 20	Anacortes	South of SR 20 Spur	19,000	2016	Exhibit 15-30	0.09	0.55	Rural	2	55	Class I	D	21.40%	7.60%	5.30%	20,007	D	20,427	D	20,794	D	20,434	D
SR 20	Anacortes	East of SR 20 Spur	33,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	21.40%	7.60%	5.30%	34,749	B	35,169	B	35,536	B	35,176	B
SR 20	Skagit County	West of March Point Rd	33,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	34,749	B	34,903	B	35,039	B	34,906	B
SR 20	Skagit County	East of March Point Rd	33,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	34,749	B	34,903	B	35,039	B	34,906	B
SR 20	Skagit County	West of LaConner Whitney Rd	34,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	35,802	B	35,956	B	36,092	B	35,959	B
SR 20	Skagit County	East of LaConner Whitney Rd	34,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	35,802	B	35,956	B	36,092	B	35,959	B
SR 20	Skagit County	West of SR 536	32,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	33,696	B	33,850	B	33,986	B	33,853	B
SR 20	Skagit County	East of SR 536	25,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	26,325	B	26,479	B	26,615	B	26,482	B
SR 20	Skagit County	West of Avon Allen Rd	27,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	28,431	B	28,585	B	28,721	B	28,588	B
SR 20	Skagit County	East of Avon Allen Rd	29,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	30,537	B	30,691	B	30,827	B	30,694	B
SR 20	Skagit County	East of Pulver Rd	28,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	55	n/a	B	9.20%	10.60%	5.30%	29,484	B	29,638	B	29,774	B	29,641	B
SR 20	Burlington	Under I-5	27,000	2016	Exhibit 14-19	0.09	0.55	Urban	4	35	n/a	B	9.20%	5.10%	5.30%	28,431	B	28,597	B	28,742	B	28,600	B
I-5	Burlington	North of SR 20	57,000	2016	Exhibit 10-8	0.09	0.55	Urban	4	55	n/a	B	9.20%	5.10%	5.30%	60,021	B	60,187	B	60,332	B	60,190	B
I-5	Burlington	South of SR 20	73,000	2016	Exhibit 10-8	0.09	0.55	Urban	4	55	n/a	C	9.20%	5.10%	5.30%	76,869	D	77,035	D	77,180	D	77,038	D
Banta Rd	Island County	West of SR 20 Spur	1,470	2016	Exhibit 16-14	0.09	0.55	Urban	2	40	n/a	C	5.00%	0%	1.50%	1,492	C	1,620	C	1,732	C	1,622	C
Clover Valley Rd	Island County	West of Heller Road	2,864	2016	Exhibit 16-14	0.09	0.55	Urban	2	40	n/a	C	10.00%	0%	1.50%	2,907	C	3,068	C	3,209	C	3,071	C
Heller Rd	Island County	South of Ault Field Road	6,995	2014	Exhibit 16-14	0.09	0.55	Urban	2	45	n/a	C	20.00%	0%	4.30%	7,296	C	7,524	C	7,724	C	7,528	C
Ault Field Rd	Island County	West of Langley Blvd	8,171	2014	Exhibit 16-14	0.09	0.55	Urban	2	35	n/a	C	10.00%	0%	4.30%	8,522	C	8,684	C	8,825	C	8,686	C
Ault Field Rd	Island County	East of Langley Blvd	10,073	2014	Exhibit 16-14	0.09	0.55	Urban	2	35	n/a	C	50.00%	0%	4.30%	10,506	C	10,935	C	11,311	C	10,943	C
Oak Harbor Rd	Island County	South of Ault Field Road	5,174	2014	Exhibit 16-14	0.09	0.55	Urban	2	40	n/a	C	25.00%	0%	4.30%	5,396	C	5,658	C	5,887	C	5,663	C
Ault Field Rd	Island County	East of Oak Harbor Rd	10,506	2014	Exhibit 16-14	0.09	0.55	Urban	2	40	n/a	C	30.00%	0%	4.30%	10,958	C	11,253	C	11,511	C	11,258	C
Goldie Rd	Island County	North of Ault Field Rd	8,864	2010	Exhibit 16-14	0.09	0.55	Urban	4	35	n/a	C	28.00%	0%	7.10%	9,493	C	9,775	C	10,022	C	9,780	C
Goldie Rd	Island County	South of Ault Field Road	7,561	2011	Exhibit 16-14	0.09	0.55	Urban	2	40	n/a	C	20.00%	0%									

Appendix D Transportation LOS

Road	Municipality	Location	Existing ADT	ADT Year	2010 HCM Table	K-Factor	D-Factor	Rural or Urban	Number of Lanes	Speed Limit	2-Lane Highway Type	Existing LOS	Percentage of NAS Whidbey Island Personnel Trip Generation Assignment	Percentage of NAS Whidbey Island Personnel Dependent Trip Generation Assignment	Growth Rate (2015-2020)*	No Action		Alternative 1		Alternative 2		Alternative 3	
																ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Ault Field Rd	Island County	East of Goldie Road	8,876	2014	Exhibit 16-14	0.09	0.55	Urban	2	40	n/a	C	35.00%	0%	4.30%	9,258	C	9,586	C	9,874	C	9,592	C

Assumptions

All military personnel trips are assumed to start or end at Ault Field; all military dependent trips are assumed to stay within municipality of residence

All trips are assumed to start or end at NAS Whidbey Island

Percentage of trips on individual road segments is based on "Personnel Stationed and Employed at NAS Whidbey Island by Place of Residence" Source:Coury, 2018

* Source: Washington State Office of Financial Management, 2017 (Growthrate between 2010-2020 used for ADT from 2010 and 2011; Growthrate from 2015-2020 used for ADT from 2014; Growth rate from 2017-2020 used for ADT from 2016)

Key:

ADT = average daily traffic

LOS = level of service

K-Factor = The proportion of average daily traffic that occurs during the peak hour

D-Factor = The proportion of traffic moving in the peak direction of travel on a given roadway during the peak hour.

Appendix E

Land Use Data, High-tempo FCLP Year

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**Table E-1 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 1, Scenario A (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario A (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	515 (+221)	234 (-42)	594 (+42)	1,343 (+20%)
Commercial	37	203	106	346	86 (+49)	162 (-41)	93 (-13)	341 (-1%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	57 (+57)	307 (-47)	198 (-9)	562 (0%)
Open Space/Forest	596	316	181	1,093	459 (-137)	428 (+112)	254 (+73)	1,141 (+4%)
Parks	511	178	273	962	647 (+136)	237 (+59)	257 (-16)	1,141 (+19%)
Residential ⁴	1,555	1,327	2,780	5,662	1,757 (+202)	1,306 (-21)	2,808 (+28)	5,871 (+4%)
Rural ⁵	378	489	1,399	2,266	370 (-8)	502 (+13)	1,429 (+30)	2,301 (+2%)
Transportation ⁵	120	117	355	592	134 (+14)	101 (-16)	359 (+4)	594 (0%)
Other ⁷	11	0	0	11	40 (+29)	0 (0)	0 (0)	40 (+264%)
Subtotal	3,503	3,260	5,865	12,628	4,066 (+563)	3,277 (+17)	6,004 (+139)	13,347 (+6%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	342 (-512)	459 (-245)	1,134 (+1,014)	1,935 (+22%)
Commercial	1	0	0	1	3 (+2)	0 (0)	0 (0)	3 (+200%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	317 (-56)	414 (+108)	472 (+373)	1,203 (+55%)
Parks	39	5	0	44	68 (+29)	5 (0)	0 (0)	73 (+66%)
Residential ⁴	1,407	1,009	228	2,644	437 (-970)	1,334 (+325)	2,244 (+2,016)	4,015 (+52%)
Rural ⁵	906	933	214	2,053	335 (-571)	772 (-161)	1,519 (+1,305)	2,626 (+28%)
Transportation ⁶	132	80	47	259	81 (-51)	81 (+1)	223 (+176)	385 (+49%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

**Table E-1 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 1, Scenario A (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario A (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
Subtotal	3,717	3,054	637	7,124	1,583 (-2,134)	3,065 (+11)	5,634 (+4,997)	10,282 (+39%)
TOTAL⁸	7,220	6,314	6,502	20,036	5,649 (-1,571)	6,342 (+28)	11,638 (+5,136)	23,629 (+18%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ "Federal" land use includes federally zoned land. "Federal" does not include the installation boundary.
- ⁴ "Residential" includes areas zoned as residential, as well as higher density areas zoned as "Rural" and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ "Rural" is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as "Rural," parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in "Rural" zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ "Other" includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-2 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 1, Scenario B (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario B (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	537 (+243)	222 (-54)	637 (+85)	1,396 (+24%)
Commercial	37	203	106	346	43 (+6)	202 (-1)	105 (-1)	350 (+1%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	2 (+2)	309 (-45)	250 (+43)	561 (0%)
Open Space/Forest	596	316	181	1,093	427 (-169)	460 (+144)	270 (+89)	1,157 (+6%)
Parks	511	178	273	962	701 (+190)	234 (+56)	295 (+22)	1,230 (+28%)
Residential ⁴	1,555	1,327	2,780	5,662	1,728 (+173)	1,240 (-87)	3,092 (+312)	6,060 (+7%)
Rural ⁵	378	489	1,399	2,266	368 (-10)	504 (+15)	1,486 (+87)	2,358 (+4%)
Transportation ⁶	120	117	355	592	128 (+8)	102 (-15)	380 (+25)	610 (+3%)
Other ⁷	11	0	0	11	37 (+26)	0 (0)	0 (0)	37 (+236%)
Subtotal	3,503	3,260	5,865	12,628	3,972 (+469)	3,273 (+13)	6,527 (+662)	13,772 (+9%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	377 (-477)	508 (-196)	854 (+824)	1,739 (+10%)
Commercial	1	0	0	1	1 (0)	0 (0)	0 (0)	1 (0%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	315 (-58)	400 (+94)	340 (+241)	1,055 (+36%)
Parks	39	5	0	44	24 (-15)	0 (-5)	0 (0)	24 (-45%)
Residential ⁴	1,407	1,009	228	2,644	701 (-706)	1,583 (+574)	1,550 (+1,322)	3,834 (+45%)
Rural ⁵	906	933	214	2,053	414 (-492)	869 (-64)	1,256 (+1,042)	2,539 (+24%)
Transportation ⁶	132	80	47	259	66 (-66)	108 (+28)	172 (+125)	346 (+34%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

Table E-2 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 1, Scenario B (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario B (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	1,898 (-1,819)	3,468 (+414)	4,214 (+3,577)	9,508 (+29%)
TOTAL⁸	7,220	6,314	6,502	20,036	5,870 (-1,350)	6,741 (+427)	10,741 (+4,239)	23,352 (+17%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-3 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 1, Scenario C (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario C (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	461 (+167)	181 (-95)	700 (+148)	1,342 (+20%)
Commercial	37	203	106	346	53 (+16)	188 (-15)	122 (+16)	363 (+5%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	1 (+1)	277 (-77)	284 (+77)	562 (0%)
Open Space/Forest	596	316	181	1,093	437 (-159)	438 (+122)	283 (+102)	1,158 (+6%)
Parks	511	178	273	962	744 (+233)	271 (+93)	339 (+66)	1,354 (+41%)
Residential ⁴	1,555	1,327	2,780	5,662	1,753 (+198)	1,192 (-135)	3,304 (+524)	6,249 (+10%)
Rural ⁵	378	489	1,399	2,266	379 (+1)	465 (-24)	1,569 (+170)	2,413 (+6%)
Transportation ⁶	120	117	355	592	125 (+5)	103 (-14)	395 (+40)	623 (+5%)
Other ⁷	11	0	0	11	44 (+33)	1 (+1)	0 (0)	45 (+309%)
Subtotal	3,503	3,260	5,865	12,628	3,998 (+495)	3,116 (-144)	7,008 (+1,143)	14,122 (+12%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	496 (-358)	713 (+9)	235 (+205)	1,444 (-9%)
Commercial	1	0	0	1	0 (-1)	0 (0)	0 (0)	0 (-100%)
Federal ³	0	2	7	9	0 (0)	1 (-1)	9 (+2)	10 (+11%)
Industrial	0	15	12	27	0 (0)	4 (-11)	24 (+12)	28 (+4%)
Open Space/Forest	373	306	99	778	410 (+37)	246 (-60)	134 (+35)	790 (+2%)
Parks	39	5	0	44	1 (-38)	0 (-5)	0 (0)	1 (-98%)
Residential ⁴	1,407	1,009	228	2,644	1,580 (+173)	1,269 (+260)	491 (+263)	3,340 (+26%)
Rural ⁵	906	933	214	2,053	867 (-39)	824 (-109)	535 (+321)	2,226 (+8%)
Transportation ⁶	132	80	47	259	100 (-32)	120 (+40)	68 (+21)	288 (+11%)
Other ⁷	5	0	0	5	0 (-5)	5 (+5)	0 (0)	5 (0%)

Table E-3 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 1, Scenario C (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario C (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	3,454 (-263)	3,182 (+128)	1,496 (+859)	8,132 (+10%)
TOTAL⁸	7,220	6,314	6,502	20,036	7,452 (+232)	6,298 (-16)	8,504 (+2,002)	22,254 (+11%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-4 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 1, Scenario D (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario D (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	493 (+199)	210 (-66)	632 (+80)	1,335 (+19%)
Commercial	37	203	106	346	59 (+22)	186 (-17)	101 (-5)	346 (0%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	20 (+20)	320 (-34)	222 (+15)	562 (0%)
Open Space/Forest	596	316	181	1,093	460 (-136)	420 (+104)	261 (+80)	1,141 (+4%)
Parks	511	178	273	962	663 (+152)	233 (+55)	287 (+14)	1,183 (+23%)
Residential ⁴	1,555	1,327	2,780	5,662	1,744 (+189)	1,254 (-73)	2,960 (+180)	5,958 (+5%)
Rural ⁵	378	489	1,399	2,266	377 (-1)	482 (-7)	1,465 (+66)	2,324 (+3%)
Transportation ⁶	120	117	355	592	134 (+14)	98 (-19)	372 (+17)	604 (+2%)
Other ⁷	11	0	0	11	45 (+34)	0 (0)	0 (0)	45 (+309%)
Subtotal	3,503	3,260	5,865	12,628	3,996 (+493)	3,203 (-57)	6,312 (+447)	13,511 (+7%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	330 (-524)	477 (-227)	1068 (+1,038)	1,875 (+18%)
Commercial	1	0	0	1	1 (0)	0 (0)	0 (0)	1 (0%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	314 (-59)	422 (+116)	436 (+337)	1,172 (+51%)
Parks	39	5	0	44	57 (+18)	4 (-1)	0 (0)	61 (+39%)
Residential ⁴	1,407	1,009	228	2,644	440 (-967)	1,454 (+445)	2,083 (+1,855)	3,977 (+50%)
Rural ⁵	906	933	214	2,053	337 (-569)	820 (-113)	1,500 (+1,286)	2,657 (+29%)
Transportation ⁶	132	80	47	259	77 (-55)	88 (+8)	211 (+164)	376 (+45%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

Table E-4 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 1, Scenario D (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario D (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	1,556 (-2,161)	3,265 (+211)	5,340 (+4,703)	10,161 (+37%)
TOTAL⁸	7,220	6,314	6,502	20,036	5,552 (-1,668)	6,468 (+154)	11,652 (+5,150)	23,672 (+18%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ "Federal" land use includes federally zoned land. "Federal" does not include the installation boundary.
- ⁴ "Residential" includes areas zoned as residential, as well as higher density areas zoned as "Rural" and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ "Rural" is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as "Rural," parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in "Rural" zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ "Other" includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-5 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 1, Scenario E (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario E (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	465 (+171)	182 (-94)	695 (+143)	1,342 (+20%)
Commercial	37	203	106	346	51 (+14)	193 (-10)	116 (+10)	360 (+4%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	1 (+1)	287 (-67)	273 (+66)	561 (0%)
Open Space/Forest	596	316	181	1,093	441 (-155)	436 (+120)	278 (+97)	1,155 (+6%)
Parks	511	178	273	962	739 (+228)	261 (+83)	332 (+59)	1,332 (+38%)
Residential ⁴	1,555	1,327	2,780	5,662	1,743 (+1878)	1,200 (-127)	3,252 (+472)	6,195 (+9%)
Rural ⁵	378	489	1,399	2,266	374 (-4)	472 (-17)	1,548 (+149)	2,394 (+6%)
Transportation ⁶	120	117	355	592	125 (+5)	103 (-14)	391 (+36)	619 (+5%)
Other ⁷	11	0	0	11	45 (+34)	0 (0)	0 (0)	45 (+309%)
Subtotal	3,503	3,260	5,865	12,628	3,985 (+482)	3,134 (-126)	6,897 (+1,032)	14,016 (+11%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	453 (-401)	596 (-108)	548 (+518)	1,597 (+1%)
Commercial	1	0	0	1	0 (-1)	0 (0)	0 (0)	0 (-100%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	412 (+39)	281 (-25)	203 (+104)	896 (+15%)
Parks	39	5	0	44	5 (-34)	0 (-5)	0 (0)	5 (-89%)
Residential ⁴	1,407	1,009	228	2,644	1,292 (-115)	1,461 (+452)	835 (+607)	3,588 (+36%)
Rural ⁵	906	933	214	2,053	754 (-152)	736 (-197)	882 (+668)	2,372 (+16%)
Transportation ⁶	132	80	47	259	79 (-53)	117 (+37)	109 (+62)	305 (+18%)
Other ⁷	5	0	0	5	0 (-5)	4 (+4)	1 (1)	5 (0%)

Table E-5 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 1, Scenario E (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario E (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	2,995 (-722)	3,195 (+141)	2,615 (+1,978)	8,805 (+19%)
TOTAL⁸	7,220	6,314	6,502	20,036	6,980 (-240)	6,329 (+15)	9,512 (+3,010)	22,821 (+14%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-6 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 2, Scenario A (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario A (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	512 (+218)	217 (-59)	606 (+54)	1,335 (+19%)
Commercial	37	203	106	346	94 (+57)	154 (-49)	92 (-14)	340 (-2%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	63 (+63)	302 (-52)	197 (-10)	562 (0%)
Open Space/Forest	596	316	181	1,093	467 (-129)	424 (+108)	249 (+68)	1,140 (+4%)
Parks	511	178	273	962	639 (+128)	236 (+58)	249 (-24)	1,124 (+17%)
Residential ⁴	1,555	1,327	2,780	5,662	1,772 (+217)	1,328 (+1)	2,771 (-9)	5,871 (+4%)
Rural ⁵	378	489	1,399	2,266	367 (-11)	508 (+19)	1,417 (+18)	2,292 (+1%)
Transportation ⁶	120	117	355	592	135 (+15)	103 (-14)	356 (+1)	594 (0%)
Other ⁷	11	0	0	11	35 (+24)	0 (0)	0 (0)	35 (+218%)
Subtotal	3,503	3,260	5,865	12,628	4,085 (+582)	3,272 (+12)	5,949 (+84)	13,306 (+5%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	331 (-523)	478 (-226)	1070 (+1,040)	1,879 (+18%)
Commercial	1	0	0	1	1 (0)	0 (0)	0 (0)	1 (0%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	313 (-60)	422 (+116)	435 (+336)	1,170 (+50%)
Parks	39	5	0	44	58 (+19)	4 (-1)	0 (0)	62 (+41%)
Residential ⁴	1,407	1,009	228	2,644	443 (-964)	1,467 (+458)	2,069 (+1,841)	3,979 (+50%)
Rural ⁵	906	933	214	2,053	338 (-568)	824 (-109)	1,497 (+1,283)	2,659 (+30%)
Transportation ⁶	132	80	47	259	77 (-55)	88 (+8)	210 (+163)	375 (+45%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

Table E-6 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 2, Scenario A (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario A (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	1,561 (-2,156)	3,283 (+229)	5,323 (+4,686)	10,167 (+37%)
TOTAL⁸	7,220	6,314	6,502	20,036	5,646 (-1,574)	6,555 (+241)	11,272 (+4,770)	23,473 (+13%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-7 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 2, Scenario B (High-tempo FCLP Year)**

Land Use	No Action Alternative (NAA) (dB DNL)				Scenario B (dB DNL)			Total (% change from NAA)
	65-69	70-74	>75	Total	65-69	70-74	>75	
Ault Field								
Agriculture	294	276	552	1,122	514 (+220)	221 (-55)	636 (+84)	1,371 (+22%)
Commercial	37	203	106	346	43 (+6)	202 (-1)	104 (-2)	349 (+1%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	3 (+3)	311 (-43)	248 (+41)	562 (0%)
Open Space/Forest	596	316	181	1,093	438 (-158)	451 (+135)	265 (+84)	1,154 (+6%)
Parks	511	178	273	962	693 (+182)	231 (+53)	293 (+20)	1,217 (+27%)
Residential ⁴	1,555	1,327	2,780	5,662	1,727 (+172)	1,247 (-80)	3,075 (+295)	6,049 (+7%)
Rural ⁵	378	489	1,399	2,266	373 (-5)	502 (+13)	1,480 (+81)	2,355 (+4%)
Transportation ⁶	120	117	355	592	128 (+8)	102 (-15)	379 (+24)	609 (+3%)
Other ⁷	11	0	0	11	32 (+21)	0 (0)	0 (0)	32 (+191%)
Subtotal	3,503	3,260	5,865	12,628	3,952 (+449)	3,267 (+7)	6,492 (+627)	13,711 (+9%)
OLF Coupeville								
Agriculture	854	704	30	1,588	398 (-456)	519 (-185)	800 (+770)	1,717 (+8%)
Commercial	1	0	0	1	1 (0)	0 (0)	0 (0)	1 (0%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	316 (-57)	397 (+91)	318 (+219)	1,031 (+33%)
Parks	39	5	0	44	17 (-22)	0 (-5)	0 (0)	17 (-61%)
Residential ⁴	1,407	1,009	228	2,644	791 (-616)	1,586 (+577)	1,409 (+1,181)	3,786 (+43%)
Rural ⁵	906	933	214	2,053	475 (-431)	849 (-84)	1,190 (+976)	2,514 (+22%)
Transportation ⁶	132	80	47	259	65 (-67)	110 (+30)	161 (+114)	336 (+30%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

**Table E-7 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 2, Scenario B (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario B (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	2,063 (-1,654)	3,461 (+407)	3,920 (+3,283)	9,444 (+27%)
TOTAL⁸	7,220	6,314	6,502	20,036	6,015 (-1,205)	6,728 (+414)	10,412 (+3,910)	23,155 (+16%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ "Federal" land use includes federally zoned land. "Federal" does not include the installation boundary.
- ⁴ "Residential" includes areas zoned as residential, as well as higher density areas zoned as "Rural" and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ "Rural" is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as "Rural," parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in "Rural" zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ "Other" includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-8 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 2, Scenario C (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario C (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	470 (+176)	182 (-94)	692 (+140)	1,344 (+20%)
Commercial	37	203	106	346	50 (+13)	195 (-8)	113 (+7)	358 (+3%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	2 (+2)	292 (-62)	268 (+61)	562 (0%)
Open Space/Forest	596	316	181	1,093	443 (-153)	438 (+122)	273 (+92)	1,154 (+6%)
Parks	511	178	273	962	731 (+220)	255 (+77)	330 (+57)	1,316 (+37%)
Residential ⁴	1,555	1,327	2,780	5,662	1,748 (+193)	1,204 (-123)	3,228 (+448)	6,180 (+9%)
Rural ⁵	378	489	1,399	2,266	381 (+3)	471 (-18)	1,539 (+140)	2,391 (+6%)
Transportation ⁶	120	117	355	592	125 (+5)	103 (-14)	389 (+34)	617 (+4%)
Other ⁷	11	0	0	11	41 (+30)	0 (0)	0 (0)	41 (+273%)
Subtotal	3,503	3,260	5,865	12,628	3,992 (+489)	3,140 (-120)	6,844 (+979)	13,976 (+11%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	501 (-353)	706 (+2)	266 (+236)	1,473 (-7%)
Commercial	1	0	0	1	0 (-1)	0 (0)	0 (0)	0 (-100%)
Federal ³	0	2	7	9	0 (0)	1 (-1)	9 (+2)	10 (+11%)
Industrial	0	15	12	27	0 (0)	3 (-12)	24 (+12)	27 (0%)
Open Space/Forest	373	306	99	778	420 (+47)	250 (-56)	140 (+41)	810 (+5%)
Parks	39	5	0	44	1 (-38)	0 (-5)	0 (0)	1 (-98%)
Residential ⁴	1,407	1,009	228	2,644	1,565 (+158)	1,288 (+279)	533 (+305)	3,386 (+28%)
Rural ⁵	906	933	214	2,053	862 (-44)	806 (-127)	580 (+366)	2,248 (+9%)
Transportation ⁶	132	80	47	259	98 (-34)	117 (+37)	76 (+29)	291 (+12%)
Other ⁷	5	0	0	5	0 (-5)	5 (+5)	0 (0)	5 (0%)

Table E-8 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 2, Scenario C (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario C (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	3,447 (-270)	3,176 (+122)	1,628 (+991)	8,251 (+11%)
TOTAL⁸	7,220	6,314	6,502	20,036	7,439 (+219)	6,316 (+2)	8,472 (+1,970)	22,227 (+11%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-9 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 2, Scenario D (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario D (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	490 (+196)	193 (-83)	643 (+91)	1,326 (+18%)
Commercial	37	203	106	346	68 (+31)	178 (-25)	99 (-7)	345 (0%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	29 (+29)	318 (-36)	214 (+7)	561 (0%)
Open Space/Forest	596	316	181	1,093	469 (-127)	417 (+101)	256 (+75)	1,142 (+4%)
Parks	511	178	273	962	656 (+145)	230 (+52)	278 (+5)	1,164 (+21%)
Residential ⁴	1,555	1,327	2,780	5,662	1,761 (+206)	1,321 (-56)	2,871 (+91)	5,953 (+5%)
Rural ⁵	378	489	1,399	2,266	374 (-4)	486 (-3)	1,453 (+54)	2,313 (+2%)
Transportation ⁶	120	117	355	592	136 (+16)	100 (-17)	367 (+12)	603 (+2%)
Other ⁷	11	0	0	11	41 (+30)	0 (0)	0 (0)	41 (+273%)
Subtotal	3,503	3,260	5,865	12,628	4,025 (+522)	3,243 (-17)	6,193 (+328)	13,461 (+7%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	321 (-533)	505 (-199)	1,002 (+972)	1,828 (+15%)
Commercial	1	0	0	1	1 (0)	0 (0)	0 (0)	1 (0%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	305 (-68)	427 (+121)	404 (+305)	1,136 (+46%)
Parks	39	5	0	44	47 (+8)	2 (-3)	0 (0)	49 (11%)
Residential ⁴	1,407	1,009	228	2,644	495 (-912)	1,546 (+537)	1,901 (+1,673)	3,942 (+49%)
Rural ⁵	906	933	214	2,053	343 (-563)	851 (-82)	1,421 (+1,207)	2,615 (+27%)
Transportation ⁶	132	80	47	259	73 (-59)	95 (+15)	198 (+151)	366 (+41%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

Table E-9 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 2, Scenario D (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario D (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	1,585 (-2,132)	3,426 (+372)	4,968 (+4,331)	9,979 (+35%)
TOTAL⁸	7,220	6,314	6,502	20,036	5,610 (-1,610)	6,669 (+355)	11,161 (+4,659)	23,440 (+17%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-10 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 2, Scenario E (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario E (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	475 (+181)	186 (-90)	684 (+132)	1,345 (+20%)
Commercial	37	203	106	346	48 (+11)	196 (-7)	110 (+4)	354 (+2%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	3 (+3)	300 (-54)	259 (+52)	562 (0%)
Open Space/Forest	596	316	181	1,093	445 (-151)	438 (+122)	269 (+88)	1,152 (+5%)
Parks	511	178	273	962	723 (+212)	245 (+67)	324 (+51)	1,292 (+34%)
Residential ⁴	1,555	1,327	2,780	5,662	1,733 (+178)	1,217 (-110)	3,178 (+398)	6,128 (+8%)
Rural ⁵	378	489	1,399	2,266	373 (-5)	476 (-13)	1,521 (+122)	2,370 (+5%)
Transportation ⁶	120	117	355	592	126 (+6)	103 (-14)	386 (+31)	615 (+4%)
Other ⁷	11	0	0	11	41 (+30)	0 (0)	0 (0)	41 (+273%)
Subtotal	3,503	3,260	5,865	12,628	3,968 (+465)	3,161 (-99)	6,743 (+878)	13,872 (+10%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	448 (-406)	590 (-114)	574 (+544)	1,612 (+2%)
Commercial	1	0	0	1	0 (-1)	0 (0)	0 (0)	0 (-100%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	410 (+37)	286 (-20)	212 (+113)	908 (+17%)
Parks	39	5	0	44	6 (-33)	0 (-5)	0 (0)	6 (-86%)
Residential ⁴	1,407	1,009	228	2,644	1,248 (-159)	1,484 (+475)	869 (+641)	3,601 (+36%)
Rural ⁵	906	933	214	2,053	731 (-175)	743 (-190)	912 (+698)	2,386 (+16%)
Transportation ⁶	132	80	47	259	79 (-53)	117 (+37)	113 (+66)	309 (+19%)
Other ⁷	5	0	0	5	0 (-5)	4 (+4)	2 (+2)	6 (20%)

**Table E-10 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 2, Scenario E (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario E (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	2,922 (-795)	3,224 (+170)	2,719 (+2,082)	8,865 (+20%)
TOTAL⁸	7,220	6,314	6,502	20,036	6,890 (-330)	6,385 (+71)	9,462 (+2,960)	22,737 (+13%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-11 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 3, Scenario A (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario A (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	491 (+197)	235 (-41)	588 (+36)	1,314 (+17%)
Commercial	37	203	106	346	92 (+55)	155 (-48)	92 (-14)	339 (-2%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	63 (+63)	301 (-53)	197 (-10)	561 (0%)
Open Space/Forest	596	316	181	1,093	479 (-117)	412 (+96)	246 (+65)	1,137 (+4%)
Parks	511	178	273	962	614 (+103)	233 (+55)	251 (-22)	1,098 (+14%)
Residential ⁴	1,555	1,327	2,780	5,662	1,750 (+195)	1,317 (-10)	2,769 (-11)	5,836 (+3%)
Rural ⁵	378	489	1,399	2,266	369 (-9)	507 (+18)	1,413 (+14)	2,289 (+1%)
Transportation ⁶	120	117	355	592	134 (+14)	102 (-15)	355 (0)	591 (0%)
Other ⁷	11	0	0	11	33 (+22)	0 (0)	0 (0)	33 (+200%)
Subtotal	3,503	3,260	5,865	12,628	4,026 (+523)	3,262 (+2)	5,923 (+58)	13,211 (+5%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	333 (-521)	464 (-240)	1,115 (+1,085)	1,912 (+20%)
Commercial	1	0	0	1	2 (+1)	0 (0)	0 (0)	2 (+100%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	317 (-56)	416 (+110)	461 (+362)	1,194 (+53%)
Parks	39	5	0	44	65 (+26)	5 (0)	0 (0)	70 (+59%)
Residential ⁴	1,407	1,009	228	2,644	436 (-971)	1,374 (+365)	2,193 (+1,965)	4,003 (+51%)
Rural ⁵	906	933	214	2,053	339 (-567)	790 (-143)	1,560 (+1,346)	2,689 (+31%)
Transportation ⁶	132	80	47	259	80 (-52)	83 (+3)	219 (+172)	382 (+47%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

**Table E-11 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 3, Scenario A (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario A (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	1,572 (-2,145)	3,132 (+78)	5,590 (+4,953)	10,294 (+39%)
TOTAL⁸	7,220	6,314	6,502	20,036	5,598 (-1,622)	6,394 (+80)	11,513 (+5,011)	23,505 (+17%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-12 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 3, Scenario B (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario B (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	512 (+218)	223 (-53)	631 (+79)	1,366 (+22%)
Commercial	37	203	106	346	43 (+6)	202 (-1)	103 (-3)	348 (+1%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	3 (+3)	315 (-39)	243 (+36)	561 (0%)
Open Space/Forest	596	316	181	1,093	445 (-151)	446 (+130)	262 (+81)	1,153 (+5%)
Parks	511	178	273	962	681 (+170)	229 (+51)	289 (+16)	1,199 (+25%)
Residential ⁴	1,555	1,327	2,780	5,662	1,716 (+161)	1,252 (-75)	3,052 (+272)	6,020 (+6%)
Rural ⁵	378	489	1,399	2,266	376 (-2)	501 (+12)	1,473 (+74)	2,350 (+4%)
Transportation ⁶	120	117	355	592	128 (+8)	102 (-15)	378 (+23)	608 (+3%)
Other ⁷	11	0	0	11	29 (+18)	0 (0)	0 (0)	29 (+164%)
Subtotal	3,503	3,260	5,865	12,628	3,934 (+431)	3,270 (+10)	6,443 (+578)	13,647 (+8%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	374 (-480)	507 (-197)	860 (+830)	1,741 (+10%)
Commercial	1	0	0	1	1 (0)	0 (0)	0 (0)	1 (0%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	315 (-58)	400 (+94)	343 (+244)	1,058 (+36%)
Parks	39	5	0	44	25 (-14)	0 (-5)	0 (0)	25 (-43%)
Residential ⁴	1,407	1,009	228	2,644	694 (-713)	1,580 (+571)	1,566 (+1,338)	3,840 (+45%)
Rural ⁵	906	933	214	2,053	411 (-495)	867 (-66)	1,263 (+1,049)	2,541 (+24%)
Transportation ⁶	132	80	47	259	67 (-65)	107 (+27)	173 (+126)	347 (+34%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

**Table E-12 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 3, Scenario B (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario B (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	1,887 (-1,830)	3,461 (+407)	4,247 (+3,610)	9,595 (+30%)
TOTAL⁸	7,220	6,314	6,502	20,036	5,821 (-1,399)	6,731 (+417)	10,690 (+4,188)	23,242 (+16%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-13 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 3, Scenario C (High-tempo FCLP Year)**

Land Use	No Action Alternative (NAA) (dB DNL)				Scenario C (dB DNL)			Total (% change from NAA)
	65-69	70-74	>75	Total	65-69	70-74	>75	
Ault Field								
Agriculture	294	276	552	1,122	450 (+156)	183 (-93)	691 (+139)	1,324 (+18%)
Commercial	37	203	106	346	49 (+12)	195 (-8)	112 (+6)	356 (+3%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	2 (+2)	294 (-60)	265 (+58)	561 (0%)
Open Space/Forest	596	316	181	1,093	454 (-142)	427 (+111)	270 (+89)	1,151 (+5%)
Parks	511	178	273	962	717 (+206)	250 (+72)	328 (+55)	1,295 (+35%)
Residential ⁴	1,555	1,327	2,780	5,662	1,732 (+177)	1,206 (-121)	3,213 (+433)	6,151 (+9%)
Rural ⁵	378	489	1,399	2,266	379 (+1)	472 (-17)	1,532 (+133)	2,383 (+5%)
Transportation ⁶	120	117	355	592	125 (+5)	103 (-14)	388 (+33)	616 (+4%)
Other ⁷	11	0	0	11	39 (+28)	0 (0)	0 (0)	39 (+255%)
Subtotal	3,503	3,260	5,865	12,628	3,948 (+445)	3,130 (-130)	6,811 (+946)	13,889 (+10%)
OLF Coupeville								
Agriculture	854	704	30	1,588	498 (-356)	708 (+4)	259 (+229)	1,465 (-8%)
Commercial	1	0	0	1	0 (-1)	0 (0)	0 (0)	0 (-100%)
Federal ³	0	2	7	9	0 (0)	1 (-1)	9 (+2)	10 (+11%)
Industrial	0	15	12	27	0 (0)	3 (-12)	24 (+12)	27 (0%)
Open Space/Forest	373	306	99	778	420 (+47)	250 (-56)	138 (+39)	7808 (+4%)
Parks	39	5	0	44	1 (-38)	0 (-5)	0 (0)	1 (-98%)
Residential ⁴	1,407	1,009	228	2,644	1,568 (+161)	1,296 (+287)	513 (+285)	3,377 (+28%)
Rural ⁵	906	933	214	2,053	863 (-43)	812 (-121)	569 (+355)	2,244 (+9%)
Transportation ⁶	132	80	47	259	98 (-34)	119 (+39)	73 (+26)	290 (+12%)
Other ⁷	5	0	0	5	0 (-5)	5 (+5)	0 (0)	5 (0%)

Table E-13 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 3, Scenario C (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario C (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	3,448 (-269)	3,194 (+140)	1,585 (+948)	8,227 (+11%)
TOTAL⁸	7,220	6,314	6,502	20,036	7,396 (+176)	6,324 (+10)	8,396 (+1,894)	22,116 (+10%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ "Federal" land use includes federally zoned land. "Federal" does not include the installation boundary.
- ⁴ "Residential" includes areas zoned as residential, as well as higher density areas zoned as "Rural" and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ "Rural" is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as "Rural," parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in "Rural" zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ "Other" includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-14 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 3, Scenario D (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario D (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	519 (+225)	241 (-35)	594 (+42)	1,354 (+21%)
Commercial	37	203	106	346	60 (+23)	187 (-16)	97 (-9)	344 (-1%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	25 (+25)	319 (-35)	217 (+10)	561 (0%)
Open Space/Forest	596	316	181	1,093	460 (-136)	426 (+110)	258 (+77)	1,144 (+5%)
Parks	511	178	273	962	647 (+136)	226 (+48)	266 (-7)	1,139 (+18%)
Residential ⁴	1,555	1,327	2,780	5,662	1,745 (+190)	1,263 (-64)	2,911 (+131)	5,919 (+5%)
Rural ⁵	378	489	1,399	2,266	376 (-2)	497 (+8)	1,441 (+42)	2,314 (+2%)
Transportation ⁶	120	117	355	592	134 (+14)	98 (-19)	368 (+13)	600 (+1%)
Other ⁷	11	0	0	11	29 (+18)	0 (0)	0 (0)	29 (+164%)
Subtotal	3,503	3,260	5,865	12,628	3,996 (+493)	3,257 (-3)	6,164 (+299)	13,417 (+6%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	327 (-527)	484 (-220)	1,045 (+1,015)	1,856 (+17%)
Commercial	1	0	0	1	1 (0)	0 (0)	0 (0)	1 (0%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	313 (-60)	423 (+117)	426 (+327)	1,162 (+49%)
Parks	39	5	0	44	53 (+14)	3 (-2)	0 (0)	56 (+27%)
Residential ⁴	1,407	1,009	228	2,644	444 (-963)	1,484 (+475)	2,041 (+1,813)	3,969 (+50%)
Rural ⁵	906	933	214	2,053	340 (-566)	826 (-107)	1,477 (+1,263)	2,643 (+29%)
Transportation ⁶	132	80	47	259	74 (-58)	90 (+10)	207 (+160)	371 (+43%)
Other ⁷	5	0	0	5	0 (-5)	0 (0)	5 (+5)	5 (0%)

**Table E-14 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 3, Scenario D (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario D (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	1,552 (-2,165)	3,310 (+256)	5,238 (4,601)	10,100 (+36%)
TOTAL⁸	7,220	6,314	6,502	20,036	5,548 (-1,672)	6,567 (+253)	11,402 (+4,900)	23,517 (+17%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ "Federal" land use includes federally zoned land. "Federal" does not include the installation boundary.
- ⁴ "Residential" includes areas zoned as residential, as well as higher density areas zoned as "Rural" and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ "Rural" is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as "Rural," parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in "Rural" zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ "Other" includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

**Table E-15 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex,
Alternative 3, Scenario E (High-tempo FCLP Year)**

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario E (dB DNL)</i>			<i>Total (% change from NAA)</i>
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	
<i>Ault Field</i>								
Agriculture	294	276	552	1,122	503 (+209)	214 (-62)	653 (+101)	1,370 (+22%)
Commercial	37	203	106	346	43 (+6)	198 (-5)	111 (+5)	352 (+2%)
Federal ³	1	0	12	13	1 (0)	0 (0)	12 (0)	13 (0%)
Industrial	0	354	207	561	1 (+1)	297 (-57)	264 (+57)	562 (0%)
Open Space/Forest	596	316	181	1,093	434 (-162)	454 (+138)	267 (+86)	1,155 (+6%)
Parks	511	178	273	962	704 (+193)	232 (+54)	308 (+35)	1,244 (+29%)
Residential ⁴	1,555	1,327	2,780	5,662	1,734 (+179)	1,218 (-109)	3,162 (+382)	6,114 (+8%)
Rural ⁵	378	489	1,399	2,266	365 (-13)	501 (+12)	1,506 (+107)	2,372 (+5%)
Transportation ⁶	120	117	355	592	127 (+7)	102 (-15)	384 (+29)	613 (+4%)
Other ⁷	11	0	0	11	29 (+18)	0 (0)	0 (0)	29 (+164%)
Subtotal	3,503	3,260	5,865	12,628	3,941 (+438)	3,216 (-44)	6,667 (+802)	13,824 (+9%)
<i>OLF Coupeville</i>								
Agriculture	854	704	30	1,588	449 (-405)	593 (-111)	563 (+533)	1,605 (+1%)
Commercial	1	0	0	1	0 (-1)	0 (0)	0 (0)	0 (-100%)
Federal ³	0	2	7	9	0 (0)	0 (-2)	10 (+3)	10 (+11%)
Industrial	0	15	12	27	0 (0)	0 (-15)	27 (+15)	27 (0%)
Open Space/Forest	373	306	99	778	410 (+37)	281 (-25)	215 (+116)	906 (+16%)
Parks	39	5	0	44	6 (-33)	0 (-5)	0 (0)	6 (-86%)
Residential ⁴	1,407	1,009	228	2,644	1,247 (-160)	1,480 (+471)	872 (+644)	3,599 (+36%)
Rural ⁵	906	933	214	2,053	732 (-174)	739 (-194)	910 (+696)	2,381 (+16%)
Transportation ⁶	132	80	47	259	79 (-53)	116 (+36)	113 (+66)	308 (+19%)
Other ⁷	5	0	0	5	0 (-5)	3 (+3)	2 (+2)	5 (0%)

Table E-15 Land Use Acreage (+/-)¹ within the DNL Contours² for NAS Whidbey Island Complex, Alternative 3, Scenario E (High-tempo FCLP Year)

<i>Land Use</i>	<i>No Action Alternative (NAA) (dB DNL)</i>				<i>Scenario E (dB DNL)</i>			
	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total</i>	<i>65-69</i>	<i>70-74</i>	<i>>75</i>	<i>Total (% change from NAA)</i>
Subtotal	3,717	3,054	637	7,124	2,923 (-794)	3,212 (+158)	2,712 (+2,075)	8,847 (+19%)
TOTAL⁸	7,220	6,314	6,502	20,036	6,864 (+356)	6,428 (+114)	9,379 (+2,877)	22,671 (+13%)

Notes:

- ¹ The difference between the No Action Alternative and Action Alternative 1 is noted in parentheses.
- ² All five scenarios, A through E, are outlined in Section 2.3.3, where the split represents the percent of FCLPs conducted at Ault Field and OLF Coupeville, respectively (i.e., 20/80 FCLP split = 20 percent of FCLPs at Ault Field and 80 percent of FCLPs at OLF Coupeville).
- ³ “Federal” land use includes federally zoned land. “Federal” does not include the installation boundary.
- ⁴ “Residential” includes areas zoned as residential, as well as higher density areas zoned as “Rural” and having parcel properties that have use codes 11 (Household, single-family units), 111 (single section), 112 (double section), 113 (triple section), 114 (quad or greater), 12 (Household, 2-4 units), 13 (Household, multiunit 5 or more), 14 (residential condominiums), 15 (mobile home parks or courts), and 18 (all other residential not elsewhere coded).
- ⁵ “Rural” is low density, which includes a variety of living (i.e., homes) and working uses to provide for a rural lifestyle. In order to further delineate land categorized as “Rural,” parcel property-use codes were examined. Per Island County Zoning Code, the lot/density requirements in “Rural” zoned areas are as follows: Minimum lot size shall be five (5) acres. Base density shall be one (1) dwelling unit per five (5) gross acres; lot size averaging may be permitted for subdivisions or short subdivisions that are ten (10) acres or larger in size, provided that no lot may be less than two and one-half (2½) acres in size; no more than three (3) lots may be created that are less than five (5) acres in size; and the average base density for the subdivision or short subdivision is not less than one (1) dwelling unit per five (5) gross acres.
- ⁶ The transportation land use category includes gaps in land use data that appeared to be roads; however, this transportation category does not cover all streets within the counties/municipalities. This layer was created in order to minimize data gaps within the land use data.
- ⁷ “Other” includes lands with no zoning attributes assigned to them. Land use data do not include open water, offshore water, shoals, tidal wetlands, or uninhabited islands within San Juan County.
- ⁸ Acreages have been rounded to ensure totals sum.

Key:

- dB = decibel
- DNL = day-night average sound level
- FCLP = field carrier landing practice
- NAS = Naval Air Station
- OLF = outlying landing field

Appendix F

Environmental Justice Data, High-tempo FCLP Year

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Appendix F provides tables with detailed data used as part of the environmental justice analysis for the high-tempo Field Carrier Landing Practice (FCLP) year. These tables mirror the tables provided in Section 4.11 that provide data for the average year. Table F-1 shows the minority and low-income populations in the census block groups affected by the Day-Night Average Sound Level (DNL) contours under the high-tempo FCLP year. Table F-2 shows the environmental justice communities affected by the DNL contours under the high-tempo FCLP year for the No Action Alternative. Tables F-3 through F-17 present estimates of the affected minority and low-income populations under each alternative and scenario and compare these estimates to the No Action Alternative.

Table F-1 Minority and Low-Income Populations in Census Block Groups Underlying Ault Field and OLF Coupeville DNL Contours¹ for All Alternatives and Scenarios, High-Tempo FCLP Year

<i>Census Block Group</i>	<i>Total Population²</i>	<i>Percent Population Total Minority³</i>	<i>Percent Population below Poverty Level⁴</i>
<i>Island County – Community of Comparison</i>	78,506	16.9%	8.0%
Block Group 1, Census Tract 9701	1,102	18.7%	14.1%
Block Group 2, Census Tract 9701	1,502	13.6%	14.1%
Block Group 1, Census Tract 9702	1,633	35.2% ⁵	23.4%
Block Group 1, Census Tract 9703	791	24.3%	4.4%
Block Group 2, Census Tract 9703	1,203	15.7%	4.4%
Block Group 3, Census Tract 9703	1,044	13.5%	4.4%
Block Group 4, Census Tract 9703	1,951	11.6%	4.4%
Block Group 1, Census Tract 9704	951	39.3%	8.6%
Block Group 2, Census Tract 9704	2,256	31.9%	8.6%
Block Group 1, Census Tract 9706.01	1,299	41.3%	11.2%
Block Group 2, Census Tract 9706.01	981	30.8%	11.2%
Block Group 1, Census Tract 9707	23.5%	28.2%	20.1%
Block Group 1, Census Tract 9708	1,484	25.9%	8.7%
Block Group 1, Census Tract 9710	1,470	12.7%	6.3%
Block Group 1, Census Tract 9711	2,019	14.7%	2.9%
Block Group 2, Census Tract 9711	1,270	7.5%	2.9%
Block Group 3, Census Tract 9713	1,762	5.9%	6.8%
<i>Skagit County – Community of Comparison</i>	116,901	23.3%	11.7%
Block Group 1, Census Tract 9403	1,174	7.4%	6.2%
Block Group 1, Census Tract 9408	2,278	31.7%	18.2%
Block Group 2, Census Tract 9521	658	13.2%	9.1%
Block Group 3, Census Tract 9527	906	12.9%	7.3%

Table F-1 Minority and Low-Income Populations in Census Block Groups Underlying Ault Field and OLF Coupeville DNL Contours¹ for All Alternatives and Scenarios, High-Tempo FCLP Year

<i>Census Block Group</i>	<i>Total Population²</i>	<i>Percent Population Total Minority³</i>	<i>Percent Population below Poverty Level⁴</i>
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Sources: USCB 2012c; 2012f, n.d.[f].

Notes:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² Total population for each affected census block group is the total 2010 population for the entire census block group as reported by the U.S. Census Bureau. These figures may be greater than the total number of residents affected by the DNL contours because in many instances only a portion of the census block group falls under the DNL contours.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$

Table F-2 Environmental Justice Populations at the NAS Whidbey Island Complex under the No Action Alternative, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9% ⁵	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population⁶	11,804	2,674	22.7%	929	7.9%

Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-3 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario A, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 1A					
65-70 DNL	4,303	1,096	25.5% ⁵	350	8.1%
70-75 DNL	2,844	608	21.4%	195	6.9%
75+ DNL	5,602	924	16.5%	393	7.0%
Total Affected Population	12,749	2,628	20.6%	938	7.4%
Population Change from No Action Alternative					
65-70 DNL	75	45	-	24	-
70-75 DNL	-619	-247	-	-57	-
75+ DNL	1,489	156	-	42	-
Total Population Change from No Action Alternative⁶	945	-46	0.0%⁷	9	1.0%

Table F-3 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario A, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB, 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{(V_1 + V_2) / 2} \times 100$.
- ⁶ Due to rounding, some totals may not sum.
- ⁷ The absolute number of minority residents declined compared to the number under the No Action Alternative.

Table F-4 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario B, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 1B					
65-70 DNL	4,159	1,084	26.1% ⁵	345	8.3%
70-75 DNL	3,587	830	23.1%	248	6.9%
75+ DNL	5,420	934	17.2%	402	7.4%
Total Affected Population	13,166	2,848	21.6%	995	7.6%
Population Change from No Action Alternative					
65-70 DNL	-69	33	-	19	-
70-75 DNL	124	-25	-	-4	-
75+ DNL	1,307	166	-	51	-
Total Population Change from No Action Alternative⁶	1,362	174	12.8%	66	4.8%

Table F-4 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario B, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB, 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{(V_1 + V_2) / 2} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-5 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario C, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 1C					
65-70 DNL	4,893	1,222	25.0% ⁵	376	7.7%
70-75 DNL	3,604	845	23.4%	249	6.9%
75+ DNL	4,764	887	18.6%	399	8.4%
Total Affected Population	13,261	2,954	22.3%	1,024	7.7%
Population Change from No Action Alternative					
65-70 DNL	665	171	-	50	-
70-75 DNL	141	-10	-	-3	-
75+ DNL	651	119	-	48	-
Total Population Change from No Action Alternative⁶	1,457	280	19.2%	95	6.5%

Table F-5 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario C, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-6 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario D, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 1D					
65-70 DNL	4,291	1,111	25.9% ⁵	354	8.2%
70-75 DNL	3,171	715	22.5%	221	7.0%
75+ DNL	5,660	946	16.7%	403	7.1%
Total Affected Population	13,122	2,772	21.1%	978	7.5%
Population Change from No Action Alternative					
65-70 DNL	63	60	-	28	-
70-75 DNL	-292	-140	-	-31	-
75+ DNL	1,547	178	-	52	-
Total Population Change from No Action Alternative⁶	1,318	98	7.4%	49	3.7%

Table F-6 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario D, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-7 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario E, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 1E					
65-70 DNL	4,640	1,174	25.3% ⁵	364	7.8%
70-75 DNL	3,593	837	23.3%	248	6.9%
75+ DNL	5,029	909	18.1%	403	8.0%
Total Affected Population	13,262	2,920	22.0%	1,015	7.7%
Population Change from No Action Alternative					
65-70 DNL	412	123	-	38	-
70-75 DNL	130	-18	-	-4	-
75+ DNL	916	141	-	52	-
Total Population Change from No Action Alternative⁶	1,458	246	16.9%	86	5.9%

Table F-7 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 1, Scenario E, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-8 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario A, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
<i>Community of Comparison (Island County)</i>			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 2A					
65-70 DNL	4,300	1,098	25.5% ⁵	351	8.2%
70-75 DNL	2,879	600	20.8%	193	6.7%
75+ DNL	5,454	904	16.6%	386	7.1%
Total Affected Population	12,633	2,602	20.6%	930	7.4%
Population Change from No Action Alternative					
65-70 DNL	72	47	-	25	-
70-75 DNL	-584	-255	-	-59	-
75+ DNL	1,341	136	-	35	-
Total Population Change from No Action Alternative⁶	829	-72	0.0%⁷	1	0.1%

Table F-8 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario A, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those within Island County as a whole or that contain percentages of low-income populations that are greater than (or equal to) those within Island County. These shaded cells indicate where environmental justice communities have been identified based on the indicated thresholds. The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{(V_1 + V_2) / 2} \times 100$
- ⁶ Due to rounding, some totals may not sum.
- ⁷ The absolute number of minority residents declined compared to the No Action Alternative.

Table F-9 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario B, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 2B					
65-70 DNL	4,222	1,088	25.8% ⁵	345	8.2%
70-75 DNL	3,551	822	23.1%	246	6.9%
75+ DNL	5,310	921	17.3%	398	7.5%
Total Affected Population	13,083	2,831	21.6%	989	7.6%
Population Change from No Action Alternative					
65-70 DNL	-6	37	-	19	-
70-75 DNL	88	-33	-	-6	-
75+ DNL	1,197	153	-	47	-
Total Population Change from No Action Alternative⁶	1,279	157	12.3%	60	4.7%

Table F-9 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario B, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-10 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario C, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 2C					
65-70 DNL	4,793	1,183	24.7% ⁵	366	7.6%
70-75 DNL	3,559	829	23.3%	246	6.9%
75+ DNL	4,698	866	18.4%	391	8.3%
Total Affected Population	13,050	2,878	22.1%	1,003	7.7%
Population Change from No Action Alternative					
65-70 DNL	565	132	-	40	-
70-75 DNL	96	-26	-	-6	-
75+ DNL	585	98	-	40	-
Total Population Change from No Action Alternative⁶	1,246	204	16.4%	74	5.9%

Table F-10 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario C, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-11 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario D, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 2D					
65-70 DNL	4,280	1,105	25.8% ⁵	352	8.2%
70-75 DNL	3,231	713	22.1%	221	6.8%
75+ DNL	5,460	916	16.8%	393	7.2%
Total Affected Population	12,971	2,734	21.1%	966	7.4%
Population Change from No Action Alternative					
65-70 DNL	52	54	-	26	-
70-75 DNL	-232	-142	-	-31	-
75+ DNL	1,347	148	-	42	-
Total Population Change from No Action Alternative⁶	1,167	60	5.1%	37	3.2%

Table F-11 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario D, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-12 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario E, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 2E					
65-70 DNL	4,546	1,140	25.1% ⁵	356	7.8%
70-75 DNL	3,538	818	23.1%	244	6.9%
75+ DNL	4,982	893	17.9%	396	7.9%
Total Affected Population	13,066	2,851	21.8%	996	7.6%
Population Change from No Action Alternative					
65-70 DNL	318	89	-	30	-
70-75 DNL	75	-37	-	-8	-
75+ DNL	869	125	-	45	-
Total Population Change from No Action Alternative⁶	1,262	177	14.0%	67	5.3%

Table F-12 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 2, Scenario E, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-13 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario A, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 3A					
65-70 DNL	4,283	1,092	25.5% ⁵	348	8.1%
70-75 DNL	2,816	593	21.1%	191	6.8%
75+ DNL	5,531	913	16.5%	389	7.0%
Total Affected Population	12,630	2,598	20.6%	928	7.3%
Population Change from No Action Alternative					
-165-70 DNL	55	41	-	22	-
70-75 DNL	-647	-262	-	-61	-
75+ DNL	1,418	145	-	38	-
Population Change from No Action Alternative⁶	826	-76	0.0%⁷	-1	0.0%⁷

Table F-13 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario A, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.
- ⁷ The absolute number of minority residents and the absolute number of low-income residents declined compared to the No Action Alternative.

Table F-14 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario B, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
<i>Community of Comparison (Island County)</i>			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 3B					
65-70 DNL	4,125	1,069	25.9% ⁵	341	8.3%
70-75 DNL	3,541	817	23.1%	244	6.9%
75+ DNL	5,396	928	17.2%	399	7.4%
Total Affected Population	13,062	2,814	21.5%	984	7.5%
Net Change from No Action Alternative					
65-70 DNL	-103	18	-	15	-
70-75 DNL	78	-38	-	-8	-
75+ DNL	1,283	160	-	48	-
Total Population Change from No Action Alternative⁶	1,258	140	11.1%	55	4.4%

Table F-14 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario B, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-15 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario C, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
<i>Community of Comparison (Island County)</i>			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 3C					
65-70 DNL	4,767	1,174	24.6% ⁵	363	7.6%
70-75 DNL	3,544	824	23.3%	244	6.9%
75+ DNL	4,671	861	18.4%	389	8.3%
Total Affected Population	12,982	2,859	22.0%	996	7.7%
Population Change from No Action Alternative					
65-70 DNL	539	123	-	37	-
70-75 DNL	81	-31	-	-8	-
75+ DNL	558	93	-	38	-
Total Population Change from No Action Alternative⁶	1,178	185	15.7%	67	5.7%

Table F-15 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario C, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-16 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario D, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 3D					
65-70 DNL	4,209	1,091	25.9% ⁵	348	8.3%
70-75 DNL	3,184	714	22.4%	222	7.0%
75+ DNL	5,579	933	16.7%	395	7.1%
Total Affected Population	12,972	2,738	21.1%	965	7.4%
Population Change from No Action Alternative					
65-70 DNL	-19	40	-	22	-
70-75 DNL	-279	-141	-	-30	-
75+ DNL	1,466	165	-	44	-
Total Population Change from No Action Alternative⁶	1,168	64	5.5%	36	3.1%

Table F-16 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario D, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

Table F-17 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario E, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
Community of Comparison (Island County)			16.9%		8.0%
No Action Alternative					
65-70 DNL	4,228	1,051	24.9%	326	7.7%
70-75 DNL	3,463	855	24.7%	252	7.3%
75+ DNL	4,113	768	18.7%	351	8.5%
Total Affected Population	11,804	2,674	22.7%	929	7.9%
Alternative 3E					
65-70 DNL	4,536	1,146	25.3% ⁵	357	7.9%
70-75 DNL	3,590	834	23.2%	249	6.9%
75+ DNL	4,985	899	18.0%	394	7.9%
Total Affected Population	13,111	2,879	22.0%	1,000	7.6%
Population Change from No Action Alternative					
65-70 DNL	308	95	-	31	-
70-75 DNL	127	-21	-	-3	-
75+ DNL	872	131	-	43	-
Total Population Change from No Action Alternative⁶	1,307	205	15.7%	71	5.4%

Table F-17 Environmental Justice Populations at the NAS Whidbey Island Complex under Alternative 3, Scenario E, High-Tempo FCLP Year

<i>DNL Contours¹</i>	<i>Total Affected Population²</i>	<i>Total Minority Population³</i>	<i>Percent Minority</i>	<i>Total Low-Income Population⁴</i>	<i>Percent Low Income</i>
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Sources: USCB 2012c, 2012f, n.d.[f].

Note:

- ¹ DNL contours extend into Jefferson and San Juan Counties. However, because no permanent residences are located within these DNL contours, these counties have been excluded from the analysis. Populations on military properties within the DNL contours (NAS Whidbey Island [Ault Field], the Seaplane Base, and OLF Coupeville) have also been excluded from the analysis.
- ² All population estimates for areas under the DNL contours utilized 2010 U.S. Census Bureau data. A 7.1-percent growth factor was applied to the 2010 census statistics to account for population changes between 2010 and 2020 based on medium forecasted population projections during that period for Island County (Washington State Office of Financial Management, 2017). To simplify the analysis, this growth factor was also used for areas of Skagit County that fall under the 65+ dB DNL contours. Section 4.11.2.2 describes the methodology utilized in the analysis in greater detail and also explains why Island County is utilized as the community of comparison throughout the analysis.
- ³ Minority is defined as individuals who are members of the following population groups: American Indian or Alaska Native, Asian, Native Hawaiian or Pacific Islander, or Black or African American, as well as individuals who self-identify as of Hispanic or Latino origin who are White. Individuals who self-identify as Hispanic or Latino from another race are already included in the analysis.
- ⁴ The analysis relied on poverty data from the 2006-2010 American Community Survey 5-Year Estimates because the U.S. Census Bureau no longer reports poverty data in the decennial census. The American Community Survey does not estimate data at the census block group level; therefore, the percent of the population below the poverty level is displayed in this table at the census tract level. Consequently, census block groups within the same census tract will report the same value.
- ⁵ The grey-shaded cells indicate the alternatives/scenarios that contain percentages of minority populations that are “meaningfully greater” than those in Island County as a whole or that contain percentages of low-income populations that are greater than those in Island County. These shaded cells indicate where environmental justice communities have been identified based upon the indicated thresholds. The following formula (the percent difference between two percentages) was used to calculate whether these statistics differed by more than 15 percent: $\frac{|V_1 - V_2|}{\frac{(V_1 + V_2)}{2}} \times 100$
- ⁶ Due to rounding, some totals may not sum.

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Appendix G

Civilian Airfield Analysis

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PACNORWEST FCLP SCREENING CONSIDERATIONS

Assumptions. The attached matrix screens paved public use civil airports to potentially support EA-18G Field Carrier Landing Practice (FCLP). Since none of the airports have the requisite equipment to support FCLP, such as IFLOLS or MOVLAS, the equipment cost is not taken into consideration and is assumed to be approximately the same for all airfields; at least \$2M. Additionally, firefighting and aircraft rescue capabilities are not considered since there is no formal requirement for this capability for military operations at civil airports. However, if a civilian airport was to support EA-18G FCLP, Commander, Naval Air Force Pacific (CNAP) may not be willing to accept the increased risk of operating without fire and rescue capability on the field.

Criteria. Each column is explained in more detail below:

1. Distance from Ault Field. The 50 nm transit distance is based on CNAP analysis provided as part of the revalidation of the 2003 EA-18G requirements letter. It is based on the ability of the EA-18G to transit to the FCLP location, conduct a full set of FCLP (8 landings) and transit back to Ault Field with acceptable fuel reserves without refueling. The distances listed in the matrix are simple straight line distances. Actual transit distances could be considerably farther depending on airspace complexity. Airports out to approximately 75 nm are included in the matrix to ensure the analysis doesn't miss an airport that meets all other criterion but is beyond 50 nm.
2. Field Elevation. The maximum field elevation of 1000 ft. above ground level (agl) is intended to duplicate the atmospheric conditions at sea level necessary to simulate carrier landings. It is a long-established standard for carrier based aircraft and is delineated in numerous Navy policy documents and manuals, including the Naval Aviation Enterprise (NAE) Global Shore Infrastructure Plan (GSIP) as well as, FCLP NATOPS manuals, and numerous home basing NEPA documents. All airports within 50 nm of Ault Field meet this requirement.
3. Runway Length. The minimum runway length considered for this analysis was 5,000 ft. OLF Coupeville's runway length is 5,400 ft. and is the shortest FCLP runway in the Navy. 5,000 ft. was selected as the screening criteria to capture runways that have the bare minimum length necessary to support EA-18G FCLPs without expansion while considering an acceptable margin of safety for pilot training. However, it should be noted that 5,000 ft. still assumes risk because an EA-18G may not be able to land on such a short runway should there be an emergency. This risk is acceptable at OLF Coupeville because NAS Whidbey Island is so close to the OLF. The farther any candidate FCLP runway is from NAS Whidbey Island, however, the greater the risk that an EA-18G may not be able to land if necessary on a short runway. Commander, Electronic Attack Wing Standard Operating Procedures requires a minimum 6,000 ft. runway if an EA-18G will

land at a civilian airfield. Use of a shorter runway for landing requires the Commander's approval. It should also be noted that Navy building criteria for class B runways generally requires 8,000 foot runways for jet aircraft (see NAVFAC P-80). Class B airfields are those designed for large and heavy aircraft, such as military tactical aircraft. An EA-18G requires a Class B runway (see Table 3-1 of UFC 3-260-01).

4. Runway Width. The minimum runway width considered was 150 ft. This is based on the runway width at NOLF Whitehouse near Jacksonville, FL where FA-18E/F/G occasionally conducts FCLPs. However, OLF Coupeville's runway width is 200 ft., which is the Navy's minimum standard for a Class B runway per Table 3-2 of UFC 3-260-01. Thus, operating at a runway width of 150 inherently assumes additional risk.
5. Distance to arresting gear. The maximum distance to a runway with arresting gear is 17 nm. This criterion is articulated in the Draft Shore Air Operations Manual NATOPS produced by CNIC and represents an increase in risk over the long held standard of having arresting gear at the FCLP field. Note that installation of arresting gear at a civil airport would impact civil operations and likely require small civil aircraft to avoid that portion of the runway with arresting gear. Therefore, it should not be assumed that arresting gear can be installed at smaller civilian airfields even if funds were to be made available.
6. Annual Airfield Operations. This criterion is intended to capture how busy the civil airfield is and potentially identifies underutilized airports. It also is intended to provide some indication of the potential impact EA-18G FCLPs would have on local civil operations airfields. Busier airports could be significantly adversely affected because an airfield would not be able to support any other flight operation during the conduct of FCLP. As there is no defined maximum acceptable number of existing civil airport operations, USFF staff relied on previous experience. Specifically, an east coast effort to support E-2/C-2 FCLP operations considered two airports each having less than 6,000 annual flight operations.
7. Under lateral limits of Class B/C airspace. This criterion is derived NAE GSIP, and previously established CNAF Growler siting criteria. Class B airspace represents the most congested airspace within the United States and is found around major commercial airports. Class C airspace is also congested and found around commercial airports although the level of congestion is less than that of Class B. Class B airspace is associated with only 37 airports in the U.S., with SEATAC being one.
8. Noise abatement/modified pattern. Published noise abatement procedures or a right-hand-only pattern indicates that there are already adverse community impacts resulting from airfield operations, and would therefore not be appropriate for FCLP of tactical jet aircraft. Additionally, FCLPs must conduct a left-hand pattern. If that pattern is restricted, then that airfield is not useable for FCLP. It should also be noted that existing noise abatement procedures at small civilian airfields represent existing community sensitivity to noise levels produced, as a general matter, by single engine propeller

aircraft. Thus, this serves as an indicator that the use of that airfield by tactical jet aircraft, which are exponentially louder, would likely receive a hostile response from the community.

9. Runway cost. This column displays a generalized assessment as to the potential relative cost that should be expected to expand existing runways to meet FCLP requirements. This column uses a simple color code that is based on the percentage of pavement area (length X width) that exists compared to the amount needed to meet the stated requirement of 5,000 ft. Actual costs are not currently attainable as it would require extensive study at that individual airfield to account for weight bearing capacity or impediments to expansion such as roads, structures, land purchases, and wetlands. To provide some context, recent runway extension proposals by civilian airfields were reviewed to obtain a sense of the potential cost of a runway extension. A recent proposed runway expansion at Rock County Airport in Wisconsin from 5,400 ft. to 7,300 ft. was estimated to cost \$15M. Similarly, Erie International Airport in Pennsylvania is proposing to expand its 6,500 ft. runway by an additional 1,920 ft. at an estimated cost of \$19.5M. Perhaps one of the closest comparisons, Roseburg Regional Airport in Oregon, which has a runway length of 4,602 ft., estimates that an extension of the runway by 900 feet would cost approximately \$10M. The average cost of a runway expansion among these examples is roughly \$10,000 per foot, or \$10M for 1,000 feet of runway. This only accounts for runway length, not extending a runway's width or weight bearing capacity.

PACNORWEST FCLP Screening

Sort	Name	Geographic Characteristics				Runways						Operations					Runway cost (% pavement present) Red - 0-25% Orn - 26-75% Yel - 76-99%	
		Distance from Ault Field	Meet Criteria (Y/N)	Field Elevation	Meet Criteria (Y/N)	RWY Length	Meet Criteria (Y/N)	Runway Width	Meet Criteria (Y/N)	Distance to Arresting Gear	Meet Criteria (Y/N)	Annual Airport Operations	Meet Criteria (Y/N)	Under Class B or C	Meet Criteria (Y/N)	Noise Abate/Mod Pattern		Meet Criteria (Y/N)
		Criteria 50		Criteria 1,000		Criteria 5,000		Criteria 150		Criteria 17		Criteria 6000		Criteria No		Criteria No		
No	Anacortes	9	Yes	241	Yes	3,015	No	60	No	9	Yes	9,000	No	No	Yes	No	Yes	
No	Apex Airpark	42	Yes	525	Yes	2,500	No	28	No	33	No	21,000	No	No	Yes	No	Yes	
No	Arlington Muni	23	Yes	142	Yes	5,332	Yes	100	No	23	No	62,000	No	No	Yes	Yes	No	
No	Auburn Muni	64	No	63	Yes	3,400	No	75	No	15	Yes	162,000	No	No	Yes	Yes	No	
No	Bellingham Intl	27	Yes	170	Yes	6,701	Yes	150	Yes	27	No	62,000	No	No	Yes	Yes	No	N/A
No	Boeing Field	51	No	21	Yes	10,000	Yes	200	Yes	25	No	179,215	No	Yes	No	Yes	No	N/A
No	Bremerton National	52	No	444	Yes	6,000	Yes	150	Yes	24	No	66,000	No	No	Yes	Yes	No	N/A
No	Camano Island	11	Yes	145	Yes	1,750	No	24	No	11	Yes	1,300	Yes	No	Yes	Yes	No	
No	Darrington Muni	42	Yes	553	Yes	2,491	No	40	No	42	No	2,300	Yes	No	Yes	Yes	No	
No	Eisenberg (Oak Harbor)	6	Yes	193	Yes	3,265	No	25	No	6	Yes	17,500	No	No	Yes	Yes	No	
No	Fairchild Intl (Port Angeles)	37	Yes	291	Yes	6,347	Yes	150	Yes	37	No	56,500	No	No	Yes	Yes	No	N/A
No	Forks	74	No	299	Yes	2,400	No	75	No	74	No	13,500	No	No	Yes	Yes	No	
No	Firstair Field	39	Yes	50	Yes	2,087	No	34	No	39	No	18,300	No	No	Yes	Yes	No	
No	Friday Harbor	18	Yes	113	Yes	3,402	No	75	No	18	No	46,000	No	No	Yes	Yes	No	
No	Harvey Field	35	Yes	22	Yes	2,671	No	36	No	35	No	139,000	No	No	Yes	Yes	No	
No	Jefferson County	19	Yes	110	Yes	3,000	No	75	No	19	No	58,000	No	No	Yes	Yes	No	
No	Lopez Island	14	Yes	209	Yes	2,904	No	60	No	14	Yes	31,400	No	No	Yes	Yes	No	
No	Lynden	37	Yes	106	Yes	2,425	No	40	No	37	No	7,500	No	No	Yes	No	Yes	
No	Mears Field	37	Yes	267	Yes	2,609	No	60	No	37	No	5,000	Yes	No	Yes	Yes	No	
No	Orcas Island	24	Yes	35	Yes	2,901	No	60	No	24	No	41,600	No	No	Yes	Yes	No	
No	Pierce County	76	No	538	Yes	3,650	No	60	No	8	Yes	100,000	No	No	Yes	Yes	No	
No	Renton Muni	55	No	32	Yes	5,382	Yes	200	Yes	24	No	80,665	No	Yes	No	No	Yes	N/A
No	Sanderson Field	66	No	273	Yes	5,005	Yes	100	No	28	No	44,165	No	No	Yes	Yes	No	
No	SEATAC	56	No	433	Yes	11,901	Yes	150	Yes	20	No	340,180	No	Yes	No	No	Yes	N/A
No	Sekiu	66	No	355	Yes	2,997	No	50	No	66	No	504	Yes	No	Yes	No	Yes	
No	Sequim Valley	26	Yes	144	Yes	3,510	No	40	No	26	No	8,000	No	No	Yes	No	Yes	
No	Shady Acres	78	No	445	Yes	1,800	No	20	No	6	Yes	2,028	Yes	No	Yes	Yes	No	
No	Skagit Regional	11	Yes	145	Yes	5,478	Yes	100	No	11	Yes	61,700	No	No	Yes	No	Yes	
No	Snohomish Co	31	Yes	608	Yes	9,010	Yes	150	Yes	31	No	113,500	No	No	Yes	Yes	No	N/A
No	Spanaway	50	Yes	385	Yes	2,724	No	20	No	4	Yes	1,976	Yes	No	Yes	Yes	No	
No	Tacoma Narrows	65	No	295	Yes	5,002	Yes	100	No	9	Yes	53,290	No	Yes	No	Yes	No	
No	Whidbey Air Park	22	Yes	271	Yes	2,470	No	25	No	22	No	14,200	No	No	Yes	No	Yes	

Appendix H

Noise Mitigation

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1 Introduction

This appendix provides an overview of the current noise-mitigation measures that are in place as well as potential noise-mitigation measures that are being evaluated for potential future implementation at the Naval Air Station (NAS) Whidbey Island complex. The Navy takes a proactive approach to noise mitigation and addressing community concerns.

It is the Navy's as well as NAS Whidbey Island policy to conduct required training and operational flights with as minimal impact as practicable on surrounding communities. All aircrews using Ault Field, Outlying Landing Field (OLF) Coupeville, Naval Weapons System Training Facility Boardman, and the numerous northwest instrument and visual military training routes and military operations areas throughout the Pacific Northwest are responsible for conducting their mission safely and complying with published course rules, established noise-abatement procedures, and good common sense. Each aircrew must be familiar with the noise profiles of its aircraft and is expected to minimize noise impacts without compromising operational and safety requirements.

Military airfields serve a key role in the national defense. As such, Ault Field and OLF Coupeville are available for use 7 days per week, 24 hours per day, to support military mission and operational readiness needs of our nation. However, in recognizing that airfield operations are loud, the Navy considers some voluntary operational measures on a case-by-case basis, so as to not interfere with the national defense posture and operational readiness needs. If an operational need should arise, the Navy will conduct surge operations and resume operations as necessary to meet national defense requirements.

The NAS Whidbey Island complex has noise-abatement procedures for assigned and transient aircraft to minimize aircraft noise. Airfield procedures used to minimize or abate noise for operations conducted at the NAS Whidbey Island complex airfields include optimizing of flight tracks and runway usage, restricting maintenance run-up hours, and other procedures as provided in the NAS Whidbey Island Air Operations Manual NASWHIDBEYINST 3710.1AA. Additionally, aircrews are directed, to the maximum extent practicable, to employ prudent airmanship techniques to reduce aircraft noise impacts and to avoid sensitive areas except when safety dictates otherwise.

Noise sensitivity awareness is practiced at all levels of the chain of command and is discussed during various meetings and forums, such as the daily airfield operations briefing, monthly Commanding Officer's Tenant Command meeting, Instrument Ground School Aircrew refresher training, monthly Aviation Safety Council meetings, and monthly noise working group meetings.

2 Overview of Current and Potential Noise Mitigation

Careful consideration is required in attempting to harmonize both noise mitigation measures and operational requirements because the environmental noise burden placed on the communities varies greatly based on distance from Ault Field and OLF Coupeville and proximity to flight tracks to and from those airfields. This balancing must account for the fact that changes in flight operations that attempt to reduce aircraft noise on one area of the community often increase aircraft noise on others.

Elements of a balanced approach to noise minimization and mitigation are listed below (broadly, from general to specific) under the following categories:

- Limiting Noise
- Land-use Planning and Management
- Noise Abatement Procedures

2.1 Limiting Noise

One of the most effective methods of noise mitigation is the limitation of noise generation at the source. This is particularly relevant to aircraft noise because there are no barriers to decrease the amplitude of the sound energy from aircraft flying overhead. Limiting aircraft noise at the source while maintaining aircraft performance has historically presented technological challenges. As noted below, while research into different noise technologies continues, there are presently no viable technologies resulting in meaningful noise reductions without significant impacts on aircraft performance.

2.1.1 Engine and Aircraft Performance

Over the years, commercial aircraft have benefited from fuel economy and noise reduction technology while supporting an affordable commercial air travel industry. However, for military aircraft, maximizing aircraft performance has been critical in ensuring survivability in the modern battlefield against competing military aircraft and other threats, such as anti-aircraft defense systems. Thus, the competing interests of engine performance (i.e., thrust and speed), aircraft capabilities (i.e., maneuverability, agility, and range), fuel economy, and air emission reductions have had a limiting effect on the ability to design a quieter aircraft that meets the military mission requirements.

2.1.2 Design Solutions

The Navy is actively researching design solutions to reduce overall sound emissions from the engines of the Growler, as well as other measures to make carrier landings safer and more automated, thereby reducing the number of Field Carrier Landing Practices (FCLPs) required and the noise associated with FCLP.

2.1.2.1 Engine Design Solutions

Over the years, the Navy has tested a number of engine design technologies to reduce jet engine noise, including corrugated seals, water injection, air injection, and plasma actuators. These technologies showed initial promise but were ultimately not selected because of unacceptable drawbacks with respect to corrosion, weight, and the performance aspects of military aircraft. To date, the FA-18 and EA-18G Program Office has spent over \$5.6 million on its jet engine noise-reduction program and continues to explore different technologies to reduce noise impacts from aircraft.

An engine design solution that has seemed the most promising is chevrons, which are specially designed mechanical sound-reduction devices installed at the end of a jet-engine exhaust nozzle. Chevrons necessitate a redesign of the jet engine. Testing confirmed that chevron technology has some positive effect on noise output; however, it also demonstrated that redesign and additional testing are necessary to fully assess any noise-reduction benefits and potential drawbacks. Therefore, while the Navy continues to pursue research and testing of chevrons, their potential use as a noise-mitigation measure remains uncertain.

2.1.2.2 Software Design Solutions

A promising software technology is Precision Landing Mode (PLM; also known as MAGIC CARPET¹), a software change to the flight control system that makes landing the aircraft on the aircraft carrier easier. PLM is a flight control system that automates some controls to assist pilots with landing on aircraft carriers, making the flight deck operations aboard the carrier safer and more efficient. The technology reduces the workload and training required for pilots to develop and maintain proficiency for carrier landings. When implemented, this technology will result in a decrease of future FCLP training requirements, resulting in fewer FCLPs at locations such as the NAS Whidbey Island complex. PLM completed its first shore-based flight on the Super Hornet and the Growler on February 6, 2015, and was successfully demonstrated on the F-35C Joint Strike Fighter during operational testing. The introduction of PLM into the Growler fleet has begun and is scheduled to be complete by the end of 2020. This technology will help serve to increase safety and has the benefit of mitigating noise.

As the Navy continues to explore the full benefits of this technology and as newer versions of it are provided, the Navy expects that FCLP training requirements will be reduced.

While it was premature to consider reductions in FCLP requirements for the NAS Whidbey Island complex in the Draft EIS, based upon successful testing and operational use of PLM technology, the Navy has included more complete information in the Final EIS analysis. Operational factors, including incorporation of PLM and a reduced number of pilots assigned to each squadron (two fewer pilots per carrier squadron), have been factored into the analysis, and they reduce FCLP requirements at the NAS Whidbey Island complex. Implementation of PLM is expected to decrease the FCLP requirements by 20 percent, leading to a reduction in the FCLP operations presented in the Draft EIS. Therefore, this planning consideration has been applied to all the proposed alternative and scenario combinations and the No Action Alternative (CY 21). The PLM technology is not specific to this Proposed Action and would be implemented regardless of which alternative and scenario is chosen at NAS Whidbey Island.

2.1.3 Construction and Operation of Noise-Suppression Facilities (Hush House)

The Navy is considering the construction and operation of a noise suppression facility for engine maintenance (also known as a “hush house”). Since funding is required and not guaranteed, the construction and operation of a hush house is considered a potential future noise mitigation measure. The purpose of a hush house is to reduce the sound levels associated with high-power jet-engine testing following certain maintenance actions. The hush house would be capable of conducting in-frame engine testing for the Growler inside the structure. Hush house noise reduction for a similar jet engine (F-16A PW100) is approximately 10 to 20 A-weighted decibels (dBA). The “A” weighting is important because a hush house primarily works by transferring the acoustic energy into frequencies below 100 Hertz (Hz). Exact specifications of the hush house are unknown at this time, but are anticipated to be similar to those of other hush houses currently operated by the Department of Defense (DoD) at other facilities.

The proposed hush house would be located 2,200 feet northwest of an existing outdoor high-power jet-engine run-up location between Taxiways J and G. It would be oriented parallel to Taxiway J, with the aircraft facing east. The orientation of the jet engine’s exhaust from the proposed hush house is assumed to be consistent with the orientation of most hush houses where the exhaust is pointed

¹ MAGIC CARPET: Maritime Augmented Guidance with Integrated Controls for Carrier Approach and Recovery Precision Enabling Technologies

skyward. Noise reduction from the operation of a hush house would be limited to, and expected to benefit, areas immediately adjacent to Ault Field.

2.1.4 Ground Operations and Aircraft Maintenance

Airfield ground operations and aircraft maintenance can also create a noise disturbance to the surrounding community. The sources of ground noise include engine testing and run-up prior to taxiing, noise from aircraft on apron and terminal stands, and aircraft maintenance facilities such as hangars and engine test stands.

Methods of controlling the noise from these operations include the re-orientation of aircraft for run-up procedures, relocating the aircraft away from noise-sensitive areas, or the use of suppressors and barriers. The NAS Whidbey Island complex can also use time-based restrictions. Other ground operations are controlled using space to separate loud operations from noise-sensitive areas and the use of buildings and screens to shield the noise. The NAS Whidbey Island Air Operations Manual states “high-power turn-ups should not be conducted prior to 1200 on Sundays or between the hours of 2200-0730 for jets and 2400-0730 for turboprops. Authorization outside these hours approved by NASWI Operations Officer for operational necessity.”

2.2 Land Use Planning and Management

Beyond those mentioned above, the Navy has other policies, programs, and procedures to assist local communities in mitigating potential for existing and future noise impacts from aircraft activities at the NAS Whidbey Island complex. Generally, minimizing impacts from noise generated by military airfield activities requires comprehensive land use planning that provides adequate spatial separation between noise sources and noise-sensitive areas. Where noise problems occur around an existing airfield, or where spatial separation cannot be used to affect a satisfactory solution, other land use management options can be employed by the installation and the local community, such as those described below. In addition, the Navy will support local government efforts to apply for U. S. Department of Defense Office of Economic Adjustments programs, if local governments qualify for the offered programs.

2.2.1 Air Installations Compatible Use Zones Program

The DoD initiated the Air Installations Compatible Use Zones (AICUZ) program in the 1970s to protect the public’s health, safety, and welfare and to prevent encroachment from degrading the operational capability of military air installations in meeting national security needs. The DoD recognizes that local municipalities have the authority necessary to protect the public health, safety, and welfare through implementation of compatible land use controls (i.e., zoning ordinances, building codes, subdivision regulations, use permits, noise disclosure statements, and public land acquisition). Therefore, the AICUZ program requires military installations to work collaboratively with federal, state, and local agencies and community leaders to encourage compatible development of land adjacent to military airfields. To implement the AICUZ program, the installation is required to:

- Prepare periodic AICUZ Updates to quantify aircraft noise zones and accident potential areas and provide compatible land use recommendations to local municipalities.
- Develop a prospective long-term (5 to 10 years) analysis and develop a strategy to promote compatible development in the community to address future changes.

- Coordinate with federal, state, and local agencies and community leaders in order to maintain public awareness of the AICUZ program.
- Promote encroachment partnering projects in order to achieve long-term encroachment protection.

NAS Whidbey Island has an active AICUZ program that informs the public about its aircraft noise environment, and recommends specific actions for the local jurisdictions with planning and zoning authority that can enhance the health, safety, and welfare of those living near Ault Field and OLF Coupeville (see Section 3.5.2.2). The current version of the AICUZ plan for the NAS Whidbey Island complex was published in 2005, and it is considered a current noise-mitigation measure that describes the Navy's recommendation for compatible land use. The 2005 AICUZ Update for NAS Whidbey Island's Ault Field and OLF Coupeville was used by Island County to inform their current land-use management practices and is the foundation for Island County's comprehensive plan and zoning ordinances.

The Proposed Action would result in larger day-night average sound level (DNL) noise contours and noise exposure, encompassing a larger land area. These changes to the DNL contours may result in changes to land use recommendations. Therefore, the Navy will continue to work with Island County, the City of Oak Harbor, the Town of Coupeville, and other communities as needed to plan for compatible development, land use zoning, and building construction standards. Following a signed Record of Decision for the Proposed Action, the Navy could pursue any of the following:

1. Prepare an AICUZ Update to address any increases of land area within the greater than 65 dB DNL noise contours and, if applicable, the establishment of accident potential zones (APZs) for the runways at OLF Coupeville.
2. Coordinate with state and local agencies on compatible land use and potential encroachment concerns inside and outside of the DNL footprint (i.e., large-scale developments, transportation projects that could encourage development, or tall structures such as cell towers that could penetrate airfield imaginary surfaces²).
3. Encourage municipalities to promote the highest and best use of land by updating local zoning ordinances and building construction standards, especially for high-noise areas.
4. Encourage municipalities to adopt legislative initiatives to acquire interest in developed properties in order to curb and mitigate encroachment near military installations and to protect the public from noise exposure and accident potential.
5. Identify potential Readiness and Environmental Protection Initiative (REPI) projects and work to acquire interest in undeveloped properties near the installation as a means to prevent incompatible development or loss of habitat.
6. Support any comprehensive community planning efforts, such as a Joint Land Use Study (JLUS) funded by the DoD Office of Economic Adjustment.

2.2.2 Land Use Zoning

1. The Washington Growth Management Act (WGMA) was adopted in 1990 because the Washington State legislature found that uncoordinated and unplanned growth posed a threat to

² Imaginary surfaces are three-dimensional areas extending from the runway surface in all directions at various angles and altitudes, which have certain associated height and obstruction criteria in order to provide safe operating areas for aircraft utilizing the runway.

the environment, sustainable economic development, and the quality of life in Washington. The WGMA requires state and local governments to manage Washington's growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, and preparing comprehensive plans and implementing them through capital investments and development regulations. The WGMA has been amended several times, including in 2005, when provisions were added to address development around military installations. The 2005 amendment recognizes that military installations are of particular importance to the economic health of Washington's economy and quality of life. As such, the WGMA requires that county and city comprehensive plans restrict development in the vicinity of military installations that is incompatible with the installation's ability to carry out its mission requirements.

Furthermore, to build on direction and processes for compatible land use planning as a result of the WGMA, the Washington Department of Commerce released a civilian-military land use study in December 2016 that provided recommendations to improve compatible land use planning through partnerships, to clarify processes, to amend legislation, and to allocate funds (for the resolution of land incompatibility issues, protection of habitat, and conservation of rural areas) (The Spectrum Group, 2016).

2. Island County

Zoning is the primary land use control employed by Island County to control development on non-federal land. The majority of parcels under county jurisdiction near Ault Field and OLF Coupeville and within the overlay district are zoned in the following categories:

- a. Rural, which permits one dwelling unit per 5 acres
- b. Rural Agriculture, which permits one dwelling unit per 10 acres
- c. Rural Forest, which permits one dwelling unit per 10 acres
- d. Urban Growth Area (south of Ault Field), where density is limited to three dwelling units per 5 acres; in addition, within the Urban Growth Area, the City of Oak Harbor has identified various future land uses, including industrial, planned industrial park, community commercial, open space, and planned business park
- e. Rural Residential areas west and southwest of OLF Coupeville, where permitted density varies from one to three units per acre

Island County acknowledges the county's association with the NAS Whidbey Island complex as well as the impacts associated with aircraft operations at Ault Field and OLF Coupeville. The plan designates an "Airport and Aviation Safety Overlay," which represents the high-noise areas as well as areas under the APZs within Island County where special land use controls exist to ensure public health, welfare, and safety. This overlay recommends that future land use adjacent to Ault Field and OLF Coupeville be maintained as rural to encourage low-density development within the air station's DNL contours and APZs. In 2015, Island County updated its Airport and Aircraft Operations Noise Disclosure Ordinance for property sold, rented, or leased within the DNL contours around the NAS Whidbey Island complex. The disclosure ordinance gives notice to prospective buyers, renters, or lessees that the property of interest is subject to aircraft noise. Island County also enforces a separate Noise Level Reduction Ordinance, which sets minimum standards for building construction within the DNL contours.

3. City of Oak Harbor

The City of Oak Harbor adopted Navy AICUZ noise contours (initially adopted in 1986 and

updated in 2005) to implement its Aviation Environs Overlay Zone through the city's zoning ordinance and other elements of the city's municipal code. Land within the Aviation Environs Overlay Zone is designated for low-density development. Existing land use and zoning regulations in the Aviation Environs Overlay Zone are consistent with Navy recommendations for land use compatibility within the APZs. The goals and policies in the city's comprehensive plan support adoption of codes for compatible development within the APZs.

4. Town of Coupeville

In October 1994, The Town of Coupeville adopted a comprehensive plan, which has since been updated several times, most recently in July 2003. The plan recognizes the beneficial economic relationship the town has with Ault Field and OLF Coupeville; however, it does not specifically adopt or mention the Navy AICUZ noise contours.

2.2.3 Encroachment Partnering Efforts

In addition to the current AICUZ program and local planning and management guidelines, other noise-mitigation options involving local partnerships are available. The Navy has encouraged Island County to establish APZs around OLF Coupeville and to establish land use controls and building standards appropriate for high noise areas. The establishment of Ebey's Landing National Historical Reserve (of which the Navy is one of the many landowners) as well as the Navy's Readiness and Environmental Protection Integration program, have helped to ensure compatible land use and development around OLF Coupeville. Currently, NAS Whidbey Island has a REPI program in place. In addition, there are other programs that are employed at other military bases, and the Navy may consider implementing similar ones at NAS Whidbey Island in the future. The existing REPI program, as well as JLUSs, acquisition programs, and roll-back incentives, are discussed below.

1. Readiness and Environmental Protection Integration

The DoD's REPI program is a key tool for combating the airfield encroachment that can limit or restrict military training, testing, and operations. The REPI program protects these military missions by helping remove or avoid land-use conflicts near installations, and addressing regulatory restrictions that inhibit military activities. The REPI program is administered by the Office of the Secretary of Defense (OSD).

2. A key component of the REPI program is the use of buffer partnerships among the military services, private conservation groups, and state and local governments, authorized by 10 U.S.C., Section 2684a. These partnerships share the cost of acquisition of easements or other interests in land from willing sellers to preserve compatible land uses and natural habitats near military facilities that help sustain critical military mission capabilities that are at-risk from external encroachment pressures (DoD, 2017).

Through the REPI program, NAS Whidbey Island has been able to protect land uses under the primary flight corridors at both airfields within the NAS Whidbey Island complex. As of January 2018, the Navy has invested \$13.8 million in direct payments to landowners willing to maintain compatible uses within the flight corridors. These easements protect local farms and endangered species, as well as prevent incompatible uses within the most heavily used air space. Through this program, NAS Whidbey Island has protected 1,505 acres of open space and working farms and has preserved the rural character of Ebey's Landing National Historical Reserve (NAS Whidbey Island, 2018).

The Conservation Futures Funds program is operated by Island County to preserve and protect valuable and sensitive lands for future generations. Island County Commissioners have the ability to establish specific goals for awarding these local grant contributions. In the most recent cycle, lands that also protected NAS Whidbey Island were awarded extra points as the local priority for grant awards. NAS Whidbey Island has many partners in easement acquisitions around the NAS Whidbey Island complex, and the Conservation Futures Funds are often the source of local matching funds for the REPI easement acquisitions (NAS Whidbey Island, 2018).

3. Joint Land Use Study

Whereas an AICUZ study represents the Navy's compatible land use recommendations to the community, a JLUS is a community-developed document. The community-led JLUS encourages collaborative planning and communication while encouraging compatible development near military facilities as those communities adjoining military facilities experience growth. Additional land use requirements for compatibility may result from JLUS agreements. The JLUS is produced in partnership with the DoD Office of Economic Adjustment. A JLUS has not been initiated at the NAS Whidbey Island complex, but one could be evaluated in the future as a potential noise-mitigation measure, and it remains a tool for long-term consideration to address land use compatibility surrounding Ault Field and OLF Coupeville.

4. Acquisition Programs and Roll-Back Incentives

As stated above, the civilian-military land use study provides recommendations to improve compatible land use planning through partnerships, to clarify processes, to amend legislation, and to allocate funds (for the resolution of land incompatibility issues, protection of habitat, and conservation of rural areas) (The Spectrum Group, 2016). The state identifies the potential to participate in acquisition programs and roll-back incentives in the future, although these programs are not currently established around NAS Whidbey Island. These programs have been implemented successfully in similar situations in other communities with military airfields. For example, a partnership between the Commonwealth of Virginia, the City of Virginia Beach, and the City of Chesapeake has successfully worked to decrease encroachment of incompatible development around NAS Oceana and Naval Auxiliary Landing Field (NALF) Fentress.

By combining land use controls, an acquisition program, and roll-back incentives, the City of Virginia Beach has achieved a decrease in density and incompatible land uses surrounding NAS Oceana. The Interfacility Traffic Area (ITA) Acquisition Plan has been similarly successful in the City of Virginia Beach. The city's acquisitions, coupled with its other holdings in the ITA, allow the city to control the majority of land in the ITA to ensure it is used in a way that is compatible with the mission of NAS Oceana. The city was able to further regulate this area through the creation of the Rural AICUZ Area. The city has continued to incentivize businesses that bring about conformity in APZ-1. The opportunity for development or re-development in APZ-1 is lucrative for compatible users, stimulating the conversion of incompatible development surrounding the air station. As every acquisition is evaluated, the city examines ways to merge properties and "roll back" density or incompatibility. The city and state have committed \$109,150,000 to support the program.

The City of Chesapeake has also made its own commitments in order to protect NALF Fentress and has documented significant legislative changes to prevent future encroachment. Planning policy in the City of Chesapeake includes programs for acquisition of conservation easements. An easement purchase is the purchase of a portion or all of the development rights on a

property. Compensation is provided to the landowner in exchange for restrictions placed on the land's deed, in perpetuity. This encourages and promotes preservation of open space and agricultural lands throughout the city by means that are voluntary rather than regulatory (EDAW, Inc., et al, 2005).

2.2.4 Insulation to Properties

Domestic dwellings in high-noise zones that are affected by noise may need to have their sound insulation improved to limit internal noise. The methods of improving sound insulation involve improving insulation of windows and doors along with roof insulation and the attenuation of roof ventilation and blocking of chimney flues. The Federal Aviation Administration (FAA) has published a helpful resource with information to incorporate sound-reduction measures in homes and private property. This resource is entitled "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations," and it is available for download at:

http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.information/documentNumber/150_5000-9A.

Typically, city and county ordinances contain sound attenuation standards and land use controls. As discussed in Section 1.2.2.2, Island County has enacted several ordinances for land use controls, noise disclosure, and building construction standards.

While Congress enacted legislation for commercial airports to collect fees and to provide sound insulation in neighborhood homes, schools, and buildings under the Part 150 Program (which is an FAA-specific program), Congress has not given the military services the authority to install soundproofing in homes, schools, and buildings that are not owned by the federal government. Therefore, NAS Whidbey Island relies on a robust AICUZ program supported by the Installation Commanding Officer, Air Operations Officer, Public Affairs Officer, and Community Planning and Liaison Officer. As a general matter, the Navy does not have legal authority to expend federal funds on improvements to state, local, or private property, and the Navy does not provide compensation for perceived loss of property values, noise attenuation, and loss of business profitability.

2.3 Noise Abatement Operational Procedures

There are several ways to limit aircraft noise by adjusting how aircraft fly, called operational procedures, while meeting the national defense mission. Operational procedures are changes in the way a specific aircraft flies during a specific activity/operation, in accordance with FAA and Navy procedures.

Aircrews shall employ, to the maximum extent possible, prudent airmanship techniques to reduce aircraft noise impacts and avoid noise-sensitive areas, except when being vectored by radar air traffic control (ATC) or specifically directed by the control tower. Noise abatement requires knowledge of the course rules and proper policies. High-power settings and erratic power control are the two variables that have the greatest noise impact on the public. Both are directly controllable by the pilot. Aircrews shall reduce power after safely airborne, avoid full power when possible, and apply power smoothly to be consistent with professional aviation and noise abatement goals.

2.3.1 Public Involvement

NAS Whidbey Island's Commanding Officer takes public concerns seriously and has processes in place that allow members of the public to comment about and seek answers to questions about operations at the installation and ensure those comments are reviewed by appropriate members in his command.

Public Outreach

The NAS Whidbey Island complex has an active public relations program to inform members of the public of upcoming FCLP so that individuals have the ability to plan their personal activities. Information on FCLP training schedules is shared every week with the media in the Puget Sound region and is posted on the command's Facebook page and webpage every week. Members of the public also have the option to obtain these releases directly by signing up for them on the command's webpage news section. The command uses the same process to inform the public about other events that may increase noise or have more impacts on specific areas for short periods of time.

Noise Complaint Hotline

NAS Whidbey Island complex investigates all noise complaints to determine compliance with FAA regulations and base Standard Operating Procedures. These investigations ensure that both Navy and public interests are protected and provide ongoing communication between the base and the local communities. Persons with complaints or comments may call a recorded complaint hotline at (360) 257-6665 or email at comments.NASWI@navy.mil. The Operations Duty Officer records the pertinent information from these comments such as who called, in addition to the location, time, and description of the noise-generating event. Callers may request a response or feedback and should provide their name and contact information.

The Operations Duty Officer provides copies of the complaints to the Commanding Officer, Executive Officer, Operations Officer, Community Planning and Liaison Officer, and Public Affairs Officer the following day, and each complaint receives a thorough analysis and a recommendation to address the issue. When necessary, the base officials may communicate directly with the complainant. The Community Planning and Liaison Officer maintains a file of noise complaints for historical records and trend analysis.

2.3.2 Noise Abatement Best Practices

The Navy understands aircraft operations can be loud and takes measures to ensure that all personnel are mindful of aircraft noise impacts on the local community. The Navy has operated at the NAS Whidbey Island complex for decades and as such, noise abatement best practices have changed over time. Seasonal changes such as wind direction and hours of darkness will influence noise abatement protocols throughout the year. Consistent with Navy procedures, care is taken to minimize aircraft noise whenever possible by utilizing best practices, especially during acoustic-night operations (10:00 PM to 7:00 AM), when aircraft operations may be especially disturbing. A list of existing noise abatement operational procedures by aircrews, ATC, and personnel stationed at NAS Whidbey Island is provided below.

Aircrews

1. All aircrews using the NAS Whidbey Island complex are responsible for the safe conduct of their mission while complying with published course rules, noise-abatement procedures, and good common sense.

2. Aircrews attend annual training about airfield operating procedures and noise abatement protocols.
3. During the pre-flight planning process, aircrews review current notices to airmen and the latest weather reports. In addition, those aircrews that operate from NAS Whidbey Island are knowledgeable in the current airfield noise-abatement procedures, approach and departure procedures, and engine run-up policies. Those aircrews that do not regularly operate from NAS Whidbey Island shall review these policies and procedures prior to flight.
4. Aircrews, to the maximum extent possible, employ prudent airmanship techniques to avoid all published noise-sensitive areas by required minimum distances.
5. Aircrews ensure compliance with applicable altitude and airspeed requirements as defined in the airfield operating procedures and their aircraft's standard operating procedures for airfield approaches and departures.
6. Aircrews observe all ATC instructions and airfield operating procedures. Flight operations shall be executed in the safest manner possible and consistent with FAA and Navy procedures.

Air Traffic Control

1. ATC conducts an annual procedure review to recommend and implement new airfield noise awareness programs.
2. ATC personnel provide direction to aircrews to ensure aircraft operate at the highest practical altitude for an arriving aircraft and when climbing for a departing aircraft.
3. ATC personnel provide direction to aircrews to keep aircraft above 3,000 feet above ground level (AGL) over noise-sensitive areas except as required for approved approach, departure, and landing pattern procedures.

NAS Whidbey Island Air Operation Department

1. The Air Operations Department is responsible for conducting periodic aircrew training to provide familiarization with course rules, appropriate noise abatement procedures, and the importance of good community relations.
2. Noise complaints are investigated to determine whether the noise was from NAS Whidbey Island aircraft operations and that aircrews followed the correct flight procedures.
3. A written airfield operating procedures manual is reviewed annually and updated to document airfield safety, ground support, and noise abatement procedures in order to ensure safe and efficient operations.
4. The Air Operations Department works with the NAS Whidbey Island Public Affairs Officer (PAO) to announce changes to routine airfield operations and to advise the public of a potential increase in operational tempo related to FCLP schedules and high-noise events.
5. Signs are posted in aircrew information centers and other conspicuous places (i.e., airfield entry points) providing aircrews with reminders of noise abatement procedures for noise-sensitive areas and the importance of good community relations.
6. Air Operations staff investigate optimal use and potential placement of visual and electronic approach aids, blast fences, and ground run-up enclosures, which may aid noise-abatement procedures at the airfield. NAS Whidbey Island has two blast fences/shields at the two Growler high-power ground turn-up locations.

7. The Air Operations Officer considers and proposes noise-abatement procedures to support long-term airfield operations as well as any temporary changes to airfield operations (i.e., airshow practice, runway closure).
8. The Air Operations Officer continually reviews operational procedures to identify operational changes to reduce noise within the constraints of safety, mission effectiveness, and economy.
9. The Air Operations Department provides weekly FCLP schedules for Ault Field and OLF Coupeville to the NAS Whidbey Island Public Affairs Office for publication.
10. The Air Operations Officer participates in bi-annual community leadership forums to discuss issues of mutual importance between the installation and the local communities.
11. The Air Operations Department monitors airfield operational schedules and attempts to mitigate potential operational impacts during key academic testing periods in schools and during large-scale community events such as the Penn Cove Mussel Fest.

NAS Whidbey Island Community Liaison Officer (CPLO)

1. The CPLO is responsible for management of the installation's AICUZ program.
2. The CPLO makes presentations to and interfaces with local governments, planning and zoning boards, community organizations, and citizens regarding the military mission and compatible land use.
3. The CPLO maintains a file of noise complaints for historical record-keeping and trend analysis, and responds to public concerns or inquiries on aircraft and airfield operations.
4. The CPLO coordinates with state and local agencies on compatible land use and potential encroachment concerns inside and outside of the DNL footprint (i.e., large-scale developments, transportation projects that could encourage development, or tall structures such as cell towers that could penetrate airfield imaginary surfaces).
5. The CPLO supports municipalities' efforts for compatible development (i.e., JLUS application, REPI project endorsements, and other encroachment partnership efforts).

Takeoff and Landing Procedures

Controls on flight paths are sometimes applied where certain departures and arrivals occur over densely populated areas. Noise Preferential Routes are often prescribed to avoid populated areas. For noise-abatement purposes, the flight tracks are most useful for departures, where there is more flexibility on routing. A rotation of operating runways may be used, with flight tracks distributed in a more or less equal pattern, in an attempt to spread the noise in a geographically even manner across the surrounding communities. In other cases, runways can sometimes be alternated preferentially to reduce operations over more-populated areas. Runway rotation is limited by the wind speed and direction on a day-to-day basis.

Aircraft produce their loudest noise during takeoff, when close to full power. If residential or other sensitive areas are situated close to the airport, the aircraft will be relatively low when crossing above them, and noise limitation measures may be needed. Several best practices can be applied to these procedures. The NASWI Air Operations Manual (NASWHIDBEYINST 3710.1AA) specifically designates 16 specific noise-sensitive areas in the local flying area and has identified 20 noise-abatement procedures. The Manual is an evolving document that can be, and is, modified over time as operations dictate and needs evolve. These procedures are designed to improve communication, coordination, and flight integrity and include:

- The maximum number of aircraft in the FCLP flight pattern is five. This is so the FCLP pattern stays within the 5-mile radius of the airfield; thereby limiting noise impacts to the immediate vicinity of the airfield, and allowing non-FCLP aircraft to operate concurrently.
- Make smooth power changes, if practicable. Large, abrupt changes in power result in large, abrupt changes in sound level on the ground.
- Sunday Operations: From 7:30 AM to noon local time on Sundays, noise abatement procedures require arrivals, except scheduled FCLP/Carrier Controlled Approach (CCA) aircraft and NAS Whidbey Island drilling reservists, to make a full-stop landing. High-power run-ups should not be conducted prior to noon on Sundays or between the hours of 10:00 PM and 7:30 AM for jets and midnight and 7:30 AM for turboprops. For specific operational necessity requirements, high-power run-ups may be authorized outside these established hours.
- Arrival/departure corridors and flight patterns may be over noise-sensitive areas. Aircrews must, to the maximum extent possible, employ prudent airmanship techniques to reduce aircraft noise impacts and to avoid noise-sensitive areas except when being vectored by radar ATC or specifically directed by the control tower.
- The depart and re-enter procedure will not normally be authorized before 7:00 AM or after 10:00 PM, unless during scheduled FCLPs or directed by the control tower for sequencing. Multiple depart and re-enter maneuvers by the same aircraft are generally discouraged.
- Military jet aircraft on Instrument Flight Rules (IFR) vectors to Runway 14 at Ault Field from the west should, when possible, maintain smooth power settings and may delay landing gear extension until crossing the NUW 300R (i.e., preparing to turn to the final approach course), to the maximum extent practicable.
- Aircraft observed flying outside of the confines of the published patterns will be directed to regain pattern integrity.
- After 6:00 PM, FCLPs are not permitted on Runway 32 at Ault Field unless specifically approved by the NAS Whidbey Island Operations Officer.
- The NAS Whidbey Island complex has existing procedures to maximize the number of departures from Runway 25 at Ault Field because aircraft depart from it to the west, over the water.
- Runway Use Program (Ault Field)
 - a. Wind component and traffic permitting, morning departures prior to 8:00 AM must use Runway 25 to maximize flight over open water.
 - b. Wind component and traffic permitting, evening arrivals after 10:00 PM must use Runway 7 to maximize flight over open water. In the interest of safety, consideration should be given to use of a runway with approach and/or centerline lighting during instrument metrological conditions.
 - c. Runway 7 is designated the primary landing runway when the wind is 5 knots or less with a direct tailwind component no greater than 3 knots.
 - d. Runway 25 is designated the primary departure runway when the wind is 5 knots or less with a direct tailwind component no greater than 3 knots and no operations are being conducted on Runway 7. Aircraft must avoid flying over residential areas to the maximum extent possible.

- The Operations Duty Officer has the primary responsibility for determining the OLF Coupeville active runway. Surface winds as well as winds at pattern altitude are considered. The runway most nearly aligned with the wind must be used when the wind speed is 5 knots or more. When the wind speed is less than 5 knots, the ODO must ensure equitable runway distribution. The Operations Officer must review runway use records/logs to assist in equitable runway selection. NAS Whidbey Island goal for runway use is an equitable split contingent on winds.
- Departing Coupeville Runway 14 for Ault Field Runways 7 or 14: Low transitions prohibited.

The Navy must follow governing FAA rules and regulations when flying. Arrival and departure corridors into and out of the NAS Whidbey Island complex have been developed in conjunction with the FAA over decades, with an emphasis on flying over water and avoiding more densely populated areas. These corridors are designed to de-conflict military, commercial, and general aviation routes. Additionally, as a best practice, aircrews avoid noise-sensitive and wilderness areas by flying at altitudes of no less than 3,000 feet AGL, except when in compliance with an approved traffic or approach pattern, military training route, or within Special Use Airspace.

2.3.3 Additional Oversight Measures

NAS Whidbey Island's Commanding Officer takes public concerns seriously and has processes in place for additional oversight measures. While Ault Field and OLF Coupeville are available for use 7 days per week, 24 hours per day, prevailing wind directions as well as noise-abatement procedures will dictate which runways are used. Additionally, to ensure transparency with community leaders and the public, the following oversight measures are currently implemented or being considered for adoption, and others may be added or changed as needs change over time:

- The NAS Whidbey Island complex will publish FCLP schedules for the upcoming week.
- FCLP training schedules will be managed by the NAS Whidbey Island complex Air Ops and VAQ Wing to ensure operations remain consistent with conditions studied under the National Environmental Policy Act.
- FCLP training that occurs after 11:59 PM at OLF Coupeville and after 1:00 AM at Ault Field must have approval of the NAS Whidbey Island complex Operations Officer.
- During FCLPs, Landing Signal Officers (LSOs) shall maintain two-way communication with ATC and all participating aircraft to ensure pattern integrity and proper sequencing of aircraft.
- High-power engine run-ups and takeoff abort practice require approvals from either NAS Whidbey Island Air Ops or ATC.
- During FCLPs, the LSO will be present and monitor approaches to the airfield to ensure patterns do not extend too far from the airfield.
- Nighttime operations, in particular those resulting from schedule delays occurring throughout the day, require additional approvals.

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Appendix I

Community Health and Learning Review

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1 Introduction

This appendix documents the additional efforts and analyses that the Navy performed in order to address public and agency comments regarding potential impacts to public health and student academic performance. Since the public and agency comments requested the preparation of a Health Impact Assessment (HIA), the Navy compared National Environmental Policy Act of 1969 (NEPA) regulatory requirements for analyzing public health effects to non-regulatory guidance documents for the preparation of a HIA; researched industry standards for airport-related HIAs prepared both in the United States and internationally; consulted with the U.S. Environmental Protection Agency (USEPA) Region 10 and Washington State Department of Health (WADOH) on contents of a suggested HIA; and reviewed 260 published articles to update the Navy's literature review. See Appendix A-8 for details on the literature review process. Since there is no definitive science to show that a cause-and-effect relationship exists between health effects and intermittent exposure to noise, the Navy analyzed public health factors and student scholastic performance metrics to compare the overall health of Island County residents with the overall health and scholastic performance of residents in the rest of the State of Washington. In general, Island County is among the healthiest places to live, work, and play in Washington, and Island County students in local school districts are more academically successful than many of their peers across the State of Washington as a whole. All information included in this appendix was reviewed and considered in the analysis contained in the Final Environmental Impact Statement (EIS). Section 2 discusses the results of Island County's 2015 Community Health Assessment. Section 3 compares Island County school district test scores and graduation rates to those of the remainder of the State of Washington. Section 4 discusses additional efforts and analyses that the Navy took to address the need to conduct a HIA.

2 Island County Health Factors

Based on public comments received on the Draft EIS, the public is concerned about potential noise impacts to physical health, mental health, pregnancy, heart disease and cardiac arrest, cancer, gastrointestinal functioning, brain damage, and health risks to children and the elderly. The data included in Table 1 were chosen based on these concerns raised during the public comment period. Table 1 includes health information from the *Island County 2015 Community Health Assessment: Health Indicator Summary Statistics*, published in February 2016. This information was collected by the United States Centers for Disease Control and Prevention and WADOH through birth and death certificate records, hospital reporting systems, cancer registries, annual telephone surveys, and biennial student surveys. Data related to physical health, mental health, pregnancy and birth outcomes, total population hospitalizations, child hospitalizations, chronic and non-communicable disease, and mortality were included for Island County and Washington State.

The annual *County Health Rankings* measures vital health factors in nearly every county in America. Health outcomes in the *County Health Rankings* represent how healthy a county is; the measure includes two types of health outcomes: length of life and quality of life. Health factors in the *County Health Rankings* represent what influences the health of a county; the measure includes four types of health factors: health behaviors, clinical care, social and economic factors, and physical environment (County Health Rankings, 2017). According to the 2017 *County Health Rankings for Washington State*, Island County was ranked third in Washington State for health outcomes and fifth in Washington State for health factors (University of Wisconsin Population Health Institute, 2017). This is similar to the 2011

County Health Rankings for Washington State, in which Island County was ranked third for health outcomes and fourth for health factors. According to the Island County 2012 Community Health Assessment, “Island County is among the healthiest places to live, work and play in Washington” (Island County, 2012). According to the 2015 Island County Community Health Survey, the most common health challenges for respondents and their families are emergency preparedness; job opportunities and training; time and/or knowledge to exercise; noise originating from aircraft, shooting ranges, neighborhood dogs, and/or traffic; and access to exercise and recreation opportunities (Island County, 2015).

Island County was also identified as one of the healthiest areas in the country by *U.S. News & World Report*. That publication’s “Healthiest Communities” ranking compares counties using 80 metrics across 10 health-related categories, including population health, equity, education, economy, housing, food and nutrition, environment, public safety, community vitality, and infrastructure. Out of 2,974 counties surveyed, Island County was ranked the 257th healthiest in the nation and the fifth healthiest in the State of Washington. Island County was also listed in *U.S. News & World Report*’s “Healthiest Communities Honor Roll,” which includes four top-performing communities in each of the U.S. Census Bureau’s nine regional divisions (*U.S. News & World Report*, 2018).

Summary: As demonstrated by the information collected from the Centers for Disease Control and Prevention, WADOH, and the Island County Board of Health, Island County is among the healthiest places to live and to work in the State of Washington. Island County ranks third for health outcomes and fifth for health factors among the 39 counties that comprise the State of Washington.

Table 1 Island County and Washington State Health Factors

<i>Health Factor</i> ^{1, 2}	<i>Island County</i> ³	<i>Washington State</i>
Physical Health		
Adults reporting good, very good, or excellent health	84.0% (2011-2013)	84.3% (2013)
Years of healthy life at age 20 years ⁴	52 (2013)	50 (2013)
Adults reporting ≥14 days per month where poor health interferes with normal activities	14.8% (2011-2013)	14.7% (2013)
Mental Health		
Adults reporting ≥14 days per month of poor mental health	10.9% (2011-2013)	12.5% (2013)
Adults receiving needed emotional support only sometimes, rarely, or never	17.7% (2011-2013)	22.8% (2013)
Adults ever diagnosed with depression	27.7% (2011-2013)	23.5% (2013)
10th grade students feeling so sad or hopeless for 2 or more weeks in a row that they stopped doing normal activities	34.8% (2014)	34.9% (2014)
10th grade students seriously considering suicide in the past year	22.8% (2014)	20.5% (2014)
6th grade students seriously considering suicide in the past year	18.5% (2014)	15.0% (2014)

Table 1 Island County and Washington State Health Factors

<i>Health Factor^{1, 2}</i>	<i>Island County³</i>	<i>Washington State</i>
<i>Pregnancy and Birth Outcomes</i>		
Pregnant women diagnosed with gestational diabetes	6.6% (2013)	7.0% (2013)
Premature births (<37 weeks)	6.3% (2013)	9.6% (2013)
Live births with low or very low birth weight	3.9% (2013)	6.4% (2013)
Live births with high or very high birth weight	14.3% (2013)	10.7% (2013)
<i>Hospitalizations (total population)</i>		
Rate of hospital admission per 100,000 population (age-adjusted)	7,092 (2013-2014)	8,564 (2013-2014)
Diseases of the circulatory system: Rate per 100,000 total population (age-adjusted)	892 (2013-2014)	1,002 (2013-2014)
Diseases of the musculoskeletal system and connective tissue: Rate per 100,000 total population (age-adjusted)	650 (2013-2014)	574 (2013-2014)
Diseases of the digestive system: Rate per 100,000 total population (age-adjusted)	736 (2013-2014)	723 (2013-2014)
Diseases of the respiratory system: Rate per 100,000 total population (age-adjusted)	499 (2013-2014)	554 (2013-2014)
<i>Child Hospitalizations (1-14 years)</i>		
Diseases of the respiratory system: Rate per 100,000 population	166 (2013-2014)	260 (2013-2014)
Mental illness: Rate per 100,000 population	130 (2013-2014)	76 (2013-2014)
Diseases of the digestive system: Rate per 100,000 population	99 (2013-2014)	141 (2013-2014)
Endocrine, nutritional, and metabolic diseases: Rate per 100,000 population	79 (2013-2014)	74 (2013-2014)
<i>Chronic and Non-Communicable Disease</i>		
Adults ever told they have diabetes (excluding gestational)	7.9% (2011-2013)	8.6% (2013)
Adults currently with asthma	12.6% (2011-2013)	9.9% (2013)
10th grade students ever told they have diabetes	5.7% (2014)	3.2% (2014)
10th grade students ever told they have asthma	20.0% (2014)	22.0% (2014)
Breast cancer incidence rate per 100,000 (age-adjusted)	163 (2012)	172 (2012)
Prostate cancer incidence rate per 100,000 (age-adjusted)	119 (2012)	111 (2012)
Colorectal cancer incidence rate per 100,000 (age-adjusted)	32 (2012)	37 (2012)
Lung cancer incidence rate per 100,000 (age-adjusted)	47 (2012)	60 (2012)

Table 1 Island County and Washington State Health Factors

<i>Health Factor^{1, 2}</i>	<i>Island County³</i>	<i>Washington State</i>
Mortality		
Major cardiovascular disease (leading causes of death for total population, age-adjusted rate per 100,000)	148.3 (2013)	188.4 (2013)
Malignant neoplasms (leading causes of death for total population, age-adjusted rate per 100,000)	129.0 (2013)	156.1 (2013)
Alzheimer’s disease (leading causes of death for total population, age-adjusted rate per 100,000)	33.4 (2013)	43.6 (2013)
Chronic lower respiratory disease (leading causes of death for total population, age-adjusted rate per 100,000)	28.8 (2013)	69.4 (2013)
Diabetes mellitus (leading causes of death for total population, age-adjusted rate per 100,000)	17.3 (2013)	21.3 (2013)
Intentional self-harm (suicide) (leading causes of death for total population, age-adjusted rate per 100,000)	23.2 (2013)	14.0 (2013)

¹ Source: Island County, 2016. Island County’s primary sources included:

- U.S. Centers for Disease Control and Prevention Behavioral Risk Factor Surveillance Survey (BRFSS)
- WA Dept. of Health, Vital Statistics
- WA Dept. of Health, Center for Health Statistics
- WA Dept. of Health, Center for Health Statistics, Birth Certificate Data
- WA Dept. of Health, Comprehensive Hospital Abstract Reporting System (CHARS)
- WA Dept. of Health, Center for Cancer Registry
- Washington State Healthy Youth Survey

² To contrast Island County with the state, Washington figures are shown, but a direct comparison is not made. Interpreting data based on few survey respondents or a small number of events can be difficult because random fluctuation can be relatively large. Considerable caution should be used in interpreting data where the number of events is small. Generally, a 95% confidence interval should be assumed for each rate, percent, or other measure. Island County can be assumed as different from the state only if the differences are statistically significant at the p<.05 level. Thus, while a line of Island County and state data may look different, the difference may not be statistically significant (Washington State Department of Health, 2012).

³ Dates listed for data sources vary between indicators because different data sources collect data at different intervals. In situations where multiple years are cited for one data point, the sample size for a single year was too small to be statistically significant, and consequently the survey results were combined for the purpose of drawing an accurate assessment of the data.

⁴ The metric “years of healthy life at age 20 years” is defined by WADOH as “Additional years a 20-year-old is expected to live in good, very good, or excellent health. ‘Years of healthy life’ is calculated by adjusting life expectancy derived from death certificate data with health status measured by the question, ‘Would you say your health in general is excellent, very good, good, fair, or poor’”(Island County, 2016).

3 Local School District Test Scores and Graduation Rates

There are many reasons for academic success, such as an engaging curriculum, teacher experience, parental involvement, students’ attitudes toward education, and school environment. To measure overall academic success of students, the State of Washington, Office of Superintendent of Public Instruction, calculates and publicly distributes state testing scores for Smarter Balanced Assessments: English Language Arts and Math; Measurement of Student Progress: Science; End of Course: Biology; as well as four-year graduation rates for all school district in the state (See Table 2). As shown in the table, average test scores and graduation rates within Oak Harbor, Coupeville, and Anacortes School Districts

are, for the majority of measured categories, above Washington State school averages. The average four-year graduation rate across Washington State is 78.10 percent; average four-year graduation rates for Anacortes, Coupeville, and Oak Harbor School Districts, respectively, are: 89.10 percent, 84.50 percent, and 85.80 percent (see Table 2) (OSPI [Office of Superintendent of Public Instruction] 2017a, 2017b, 2017c, 2017d).

Summary: Students in the local school districts are more academically successful than many of their peers across the State of Washington as a whole.

Table 2 Washington State and Local School District Average Test Scores and Graduation Rates

<i>Grade Level</i>	<i>Smarter Balanced Assessments: English Language Arts</i>	<i>Smarter Balanced Assessments: Math</i>	<i>Measurement of Student Progress: Science</i>	<i>End of Course: Biology</i>
Washington State Average				
3rd Grade	54.30%	58.90%	n/a	n/a
4th Grade	57%	55.40%	n/a	n/a
5th Grade	60.10%	49.20%	65.30%	n/a
6th Grade	56.50%	48%	n/a	n/a
7th Grade	58.50%	49.80%	n/a	n/a
8th Grade	59.70%	47.80%	67.50%	n/a
10th Grade	n/a	n/a	n/a	72.20%
11th Grade	75.50%	21.80%	n/a	n/a
4-Year Graduation Rate	78.10%			
Anacortes Average				
3rd Grade	69.50%	62.70%	n/a	n/a
4th Grade	69.60%	70.60%	n/a	n/a
5th Grade	71.20%	58.60%	74%	n/a
6th Grade	70.80%	55%	n/a	n/a
7th Grade	68%	65.30%	n/a	n/a
8th Grade	74.50%	70%	85.40%	n/a
10th Grade	n/a	n/a	n/a	81.40%
11th Grade	n/a	44.6	n/a	n/a
4-Year Graduation Rate	89.10%			
Coupeville Average				
3rd Grade	67%	65.80%	n/a	n/a
4th Grade	79.60%	63%	n/a	n/a
5th Grade	79%	53.40%	79%	n/a
6th Grade	50.60%	34.10%	n/a	n/a
7th Grade	61.10%	35.20%	n/a	n/a
8th Grade	51.70%	23.50%	64.70%	n/a
10th Grade	n/a	n/a	n/a	66.60%
11th Grade	75.30%	21.10%	n/a	n/a
4-Year Graduation Rate	84.50%			

Table 2 Washington State and Local School District Average Test Scores and Graduation Rates

<i>Grade Level</i>	<i>Smarter Balanced Assessments: English Language Arts</i>	<i>Smarter Balanced Assessments: Math</i>	<i>Measurement of Student Progress: Science</i>	<i>End of Course: Biology</i>
Oak Harbor Average				
3rd Grade	53.70%	58.10%	n/a	n/a
4th Grade	57.80%	58.90%	n/a	n/a
5th Grade	64.80%	53.10%	74.10%	n/a
6th Grade	53.10%	42%	n/a	n/a
7th Grade	59.30%	50.10%	n/a	n/a
8th Grade	67%	50.60%	67%	n/a
10th Grade	n/a	n/a	n/a	78.10%
11th Grade	75%	34.50%	n/a	n/a
4-Year Graduation Rate	85.80%			

Sources: OSPI, 2017a-d

4 Comparison of a Health Impact Assessment and Environmental Impact Statement and Review of Other Health Impact Assessments

This section documents the steps taken and determinations made by the Navy to formulate a response to U.S. Environmental Protection Agency (USEPA) and Washington Department of Health (WADOH) comments regarding the preparation of a HIA to supplement the Final EIS prepared pursuant to NEPA. This section is organized as follows:

- 4.1: Comparison of the HIA and NEPA processes with respect to this EIS
- 4.2: Review of industry practices in the preparation of HIAs
- 4.3: Agency consultation
- 4.4: A discussion of how public health practitioners view available literature

USEPA recommended a HIA to characterize baseline conditions and projected health impacts, and it provided five scientific literature studies that may be useful in the noise analysis. Similarly, WADOH requested a HIA to better understand the potential impact of the Proposed Action on the health of the community and provided a short literature summary for consideration.

Introduction

In the 1990s, the World Health Organization began promoting HIAs to help decision makers and local communities craft smarter policies that protect public health and wellness, especially when NEPA-like legislation and a framework of environmental regulations had not been enacted by a country, state government, or local municipality. As such, HIAs are often prepared to support decision making for large-scale infrastructure projects in developing countries and for major capital investment projects in Europe, Asia, Australia, and New Zealand. These HIAs are typically prepared by the public agency with authority and oversight for the project, such as a department of transportation or an airport authority.

For many reasons, HIAs are not commonly used in the United States. At the federal level, the Navy and other federal agencies comply with NEPA and a framework of environmental regulations to protect the environment and human health. This national policy, as implemented by Council on Environmental Quality (CEQ) regulations, requires the comprehensive analysis of environmental resources, including human health and safety considerations related to the Proposed Action; therefore, the preparation of a separate HIA that focuses on public health would generally be superfluous. At the state or local level, only about 20 jurisdictions have established state or local environmental review requirements (CEQ, 2017). Only a few state legislatures have considered HIAs or components of an HIA as part of their decision-making process. For example, Washington State enacted legislation in 2007 requiring the preparation of a HIA for a state bridge replacement project (discussed in Part A of Section 4.2). In 2009, Massachusetts enacted legislation requiring HIAs for state transportation projects, and, in 2011, Vermont enacted legislation for the Vermont Department of Health to recommend a plan to implement a “public health impact assessment process” to evaluate the health effects of local, municipal, and state policy and planning decisions. While many state legislatures and local jurisdictions are exploring how HIAs may inform policies, plans, and programs, most state and local jurisdictions do not yet require the preparation of HIAs for their infrastructure projects (Robert Wood Johnson Foundation and PEW Charitable Trust, 2015). Based on a USEPA review of 81 HIAs prepared in the United States by 2014, HIAs are used most frequently by local governments in California. “While the use of HIA to inform decision-making is on the rise, it is used most frequently at the local level and less frequently at the county, state and federal levels” (USEPA, 2014).

To better understand the need to supplement the EIS with a HIA, the Navy compared the HIA and NEPA processes, and reviewed completed HIAs prepared by the State of Washington for state projects and HIAs prepared both nationally and internationally for airport-related projects, as discussed in Sections 4.1 and 4.2 below. The HIAs reviewed are available to the public using online sources and selected from infrastructure projects--either located within the State of Washington or related to airports. Section 4.3 describes Navy coordination efforts with other organizations and agencies to share the information learned and to ensure the professional and scientific integrity of the information, in accordance with 40 Code of Federal Regulations (CFR) 1502.24, while Section 4.4 is a discussion of how public health practitioners view available literature.

4.1 Comparison of the HIA and NEPA Processes with Respect to this EIS

A HIA is a decision-support tool that provides a means of factoring evidence-based health considerations into the decision-making process. An HIA has been described as “a systematic process that uses an array of data sources and analytic methods, and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program, or project on the health of a population and the distribution of those effects within the population. HIAs provide recommendations on monitoring and managing those effects” (National Academies, 2011). NEPA requires a comprehensive review, and public disclosure, of the effects of major federal actions on the human environment in order to support informed federal decision making and to increase transparency regarding a Proposed Action. Both EISs prepared pursuant to NEPA and HIAs follow a series of procedural steps: screening; scoping, or selecting which health effects to assess and which analytic approaches to employ in the assessment; assessing; reporting; and monitoring. Neither the USEPA nor any government regulator has adopted comprehensive guidance on HIA use or HIA methodology, or provided guidance on how a HIA complements or provides information different from a comprehensive EIS prepared under NEPA.

Similar to the NEPA process, a HIA is a systematic process that helps evaluate the potential health effects of a project before it is built or implemented. The HIAs discussed in Section 4.2 bring potential public health impacts and considerations to the decision-making process for projects that fall outside the traditional public healthcare field, such as transportation projects, land-use plans, and waste management/site revitalization projects. Unlike other health-related assessments that focus on a narrow, predetermined set of medical health risks, HIAs purport to offer a broad review of the impacts a proposed project may have on the general overall public health and wellness, such as levels of obesity, injury, asthma, and diabetes, when considering policies, plans, and programs to build safe, thriving communities.

In comparison, NEPA and its implementing CEQ regulations require agencies to thoroughly analyze environmental impacts on the human environment. Over the decades since NEPA's enactment, agencies have institutionalized a process to assess the potential effects of a Proposed Action in order to inform federal decision making and to increase the transparency of the federal agency planning actions. NEPA and related laws explicitly require the consideration of human health effects that are reasonably foreseeable based on the Proposed Action.

In implementing the Navy's NEPA policy as prescribed in OPNAV M-5090.1, the Navy offered two rounds of public scoping to engage elected leaders, agencies, organizations, and private citizens. During these rounds of scoping, their public comments were used to define the scope and breadth of the analysis for preparing the Draft Growler EIS. As a result of public scoping, the Navy considered direct, indirect, and cumulative impacts on 16 environmental resources and prepared a 1,400-page analysis that included the potential noise impacts associated with auditory and nonauditory health effects. The public scoping comments also informed the depth of the analysis and the methodology used to analyze the potential impacts of the Proposed Action and considered vulnerable population groups.

As a result of public scoping and the need to use the best available science, the Navy prepared a thorough literature review of auditory and nonauditory health effects of exposure to military aircraft noise and consulted with the Navy-Marine Corps Public Health Center (NMCPHC) and Federal Interagency Committee on Aviation Noise (FICAN) at various times during the preparation of the Growler EIS. In addition, the Navy provided courtesy briefings and considered comments received from the public and other government agencies, including the USEPA and WADOH. This analysis of available literature is found in Section 4.2 of the EIS, and more detailed information is provided in Section 3.2.4 of the EIS and Appendix A1 of the Aircraft Noise Study (Appendix A).

In sections 3.2 and 4.2 of the EIS, the Navy presented a comprehensive noise analysis with supplemental noise metrics in order to assess the potential effects of intermittent exposure to military aircraft noise. Specifically, the Navy used the Day-Night Average Sound Level (DNL), the federal standard, for analyzing the long-term community annoyance with noise exposure from aircraft operations. The data associated with DNL analysis were presented using DNL contour maps for land use planning and identified acreage and population within the projected noise contours. In addition, the Navy provided supplemental noise metrics to provide more detailed information on potential impacts of noise exposure as it relates to specific noise effects and population groups. These metrics include Single Event Level (SEL) and Maximum Sound Level (L_{max}) to assess the highest levels of noise that would result from a single aircraft event, such as a flyover. More specifically, the Navy quantified noise effects using supplemental metrics for:

- a. Thirty points of interest, subsequently expanded to 48 points of interest in the Final EIS, such as residential areas, schools, and parks (note: this is an unusually large number of points of interest, but the data were gathered and provided in direct response to scoping questions.)
- b. Indoor speech interference
- c. Classroom/learning interference
- d. Sleep disturbance for residential areas (probability of awakening)
- e. Potential noise effects on recreation
- f. Potential hearing loss for the general population and for the noise-sensitive population.

In Section 2.4 of the EIS, the Navy addressed public-suggested options to reduce noise by relocating aircraft or training. No one location can reasonably accommodate absorption of the Growler community without a significant shift in resources, including the potential need for condemning or acquiring land, construction, and a significant influx of new personnel and dependents. In addition, such a shift would simply move any associated impact from one community to another while exponentially increasing overall environmental impacts due to the need for new facilities, personnel movement, airspace management, and land use planning, among other impacts associated with re-creating a new location for the Growler community. The Navy discussed existing noise mitigation measures in Section 3.2.4.1 of the EIS (i.e., compatible land-use planning, ongoing noise abatement procedures, and use of the noise-complaint phone number) and new technologies for noise-abatement (i.e., chevrons, MAGIC CARPET, and hush house) in Section 4.2.6.

As mentioned previously, the Navy assessed a total of 16 resources, and the scope of this analysis met or exceeded the scope of a typical HIA. For example, the Navy provided detailed air emission calculations for mobile and stationary sources of all criteria pollutants and hazardous air pollutants (HAPs) in Section 4, with details on the air emission calculations found in Appendix B. Other resources analyzed include, but are not limited to, land use, human public health and safety (including impacts to children), socioeconomic, environmental justice as related to vulnerable population groups such as minorities and low-income populations, transportation, infrastructure, hazardous materials and wastes, climate change, and greenhouse gases.

Summary: Although the Growler EIS does not include a stand-alone HIA, by following the Navy's NEPA policy as prescribed in OPNAV M-5090.1, the EIS analysis exceeds the purpose and scope generally associated with HIAs. Furthermore, the EIS analysis satisfies the best practices identified in a HIA review, as described in "Minimum Elements and Practice Standards for Health Impact Assessments, Version 3, dated September 2014" (Bhatia, 2014). The EIS documents extensive public stakeholder engagement, with a transparent literature review on nonauditory health impacts; assesses the potential noise effects using best available science (data, methods, and metrics); assesses air quality and socioeconomic aspects of the Proposed Action, including vulnerable population groups (children, minorities, and the low-income population); and discusses reasonable and actionable noise mitigation actions as appropriate for a military airfield with a vital defense mission.

4.2 Review of Industry Practices in the Preparation of HIAs

The Navy reviewed the following completed HIAs, available from the Centers for Disease Control library or otherwise available to the public online. In general, many of these HIAs took a broad-brush approach to public health and wellness, and discussed health impacts in comparatively general terms. None of the HIAs delved into the level of analysis and detail as provided in the Growler EIS.

The Navy reviewed three HIAs prepared for transportation and site revitalization projects in the State of Washington, a state that has enabling legislation to conduct HIAs as well as the location for the Proposed Action. These documents only considered public health and wellness in a very general sense (i.e., promoting good health through an active lifestyle, access to fresh food, and better healthcare). None of these HIAs reviewed provided as quantitative an analysis of impacts associated with their Proposed Action or long-term health analysis as did this EIS.

- a. **2008 HIA for SR 520 Replacement: A Bridge to a Healthier Community** (87 pages). As mentioned in Section 1, Introduction, the State of Washington had enacted legislation to prepare a HIA as part of a highway and bridge replacement project. The resulting report recommended design elements that would contribute to a healthier community by encouraging a more active lifestyle. The recommended design elements included reducing construction impacts, providing walking and bicycling facilities, incorporating green space and landscaping, and reducing highway traffic noise with quieter road surfacing materials and use of sound barriers that incorporate art and visual design features (Seattle and King Counties, 2008).
- b. **2011 HIA for King Street Station Multimodal Hub** (52 pages). This HIA focused on health equity, safety and injury, air and noise pollution, social capital and mental health, and physical activity and obesity as potential effects from establishing a major transportation hub for general traffic, light rail, local bus service, as well as pedestrians and cyclists. This study incorporated a small literature review and provided the following recommendations: air quality considerations, noise monitoring and other mitigations during project construction (i.e., use of high-efficiency construction equipment with low-emission engines); minimize bus stop closures and consider alternatives for travelers with disabilities; reclaim public space for pedestrians and consider adding green space; improve pedestrian and bicyclist experience; implement iconic design features such as canopies, benches, way-finding tools, and other amenities designed to encourage an active lifestyle; meet and exceed standards and policies for the Americans with Disabilities Act, Seattle Bicycle Master Plan, Seattle Pedestrian Master Plan, and Livable South Downtown Plan; and monitor progress toward supporting an active lifestyle (Seattle County, 2011).
- c. **2012 HIA for Lower Duwamish Waterway Cleanup** (60 pages). This HIA focused on four areas impacted by the waterway cleanup project: construction impacts, economic impacts, social and cultural impacts, and fish-consumption impacts. Overarching recommendations included a public notification system to alert residents of construction activities; following established industry best practices for the cleanup efforts; mitigating negative economic impacts of construction activities by hiring local workers; identifying the dominant languages in the affected population and translating messages accordingly; using temporary art created from local artists to offset the stress of construction activities; and creating community recreation opportunities (Daniell, 2013).

The Navy reviewed three HIAs, prepared for airport-related actions at two international and one U.S. airports, that were chosen because the full-text document was available online. While abstracts for other airport projects were available online, the full HIAs were not readily available. A comparison of these airport HIAs with the EIS is provided below.

- a. **2007 New Parallel Runway at Brisbane Australia** (41 pages). This HIA is Appendix D7 of an EIS and Master Development Plan to add a new parallel runway to the airport. The HIA included a small literature review of the potential health effects of aircraft noise exposure and calculated

changes in ambient air pollutants of some criteria pollutants and some hazardous air pollutants (HAPs). The analysis focused on annoyance, sleep disturbance, and impacts to cognitive abilities of children. The literature review looks very similar to Appendix A1 of the Aircraft Noise Study (included as Appendix A of the EIS) and focuses on annoyance as the main outcome from noise exposure (Brisbane Airport Corporation, 2007).

- b. **2010 HIA for Santa Monica Airport** (21 pages). This HIA was conducted by a group of pediatric residents at UCLA that considered a limited literature view, patient comments, and their own observations as medical practitioners. It considered particulates and polycyclic aromatic hydrocarbons (PAH) in soil samples. It determined that noise of aircraft takeoffs from the Santa Monica Airport were above Federal Aviation Administration (FAA) thresholds and considered the effects of noise on hearing loss, psychological distress, and cognitive abilities of children without an objective, quantifiable analysis. Unlike other HIAs, this HIA was not conducted as part of a capital improvement project but was instead conducted by individuals associated with a local health advocacy program. The HIA recommended eliminating or significantly reducing jet takeoffs to reduce exposure to byproducts of jet fuel exhaust and loud “single event noise”; installing high-efficiency particulate air (HEPA) filters in adjacent schools and homes to mitigate exposure to air pollution; enforcing FAA noise thresholds for noise abatement strategies at commercial airports, such as soundproofing of schools and homes; adopting noise and health disclosures to notify potential buyers and residents in the vicinity of the airport; maintaining a runway buffer zone of at least 660 meters from residents; and permanently closing the heavily encroached upon airport (UCLA Pediatric Residents, 2010).
- c. **2015 Updated HIA for London City Airport** (110 pages). This updated report is a conclusive document reflecting the whole project and not an update summary. The scope, focus, and conclusions did not materially change from the original report but reflected changes in construction permit application and additional nonauditory health information related to aircraft noise, such as annoyance, night time construction noise and possible sleep disturbance, and cardiovascular effects. It predicted minor changes in air quality, noise, and transportation that “were not sufficient to quantify any adverse health outcome.” Moreover, it accounted for other direct, indirect, and induced socio-economic benefits and the airport’s commitment to the community support, charitable events, and local employment as a net health benefit (London City Airport, 2015).

Other Studies of Interest:

- a. **2015 Comparison of Health Impact Assessment of the Proposed Third Runway by the Hong Kong Airport Authority (HKAA) with Other Airports** (29 pages). The 2014 Environmental Impact Assessment prepared by HKAA provided a HIA that analyzed both criteria pollutants and some HAPs, provided a basic literature review, and focused on annoyance, self-reported sleep disruption, and cognitive performance of children in schools. In 2015, the Dashing Policy Research Center commissioned the 2015 study to compare the environmental health standards, the methodologies used for the 2014 HKAA HIA, plus the results of 10 other HIA studies prepared for airport projects in other countries.

The 2015 comparison study of 11 different airport HIAs (prepared between 1991 and 2014) underscores that there is no standard framework or protocols for conducting HIAs, even for similar actions. Regarding air quality, some studies did not consider air quality; some studies only considered particulate matter; other studies consider some or all National Ambient Air

Quality Standard (NAAQS) criteria pollutants regulated in the United States; and still others only considered some HAPs associated with gasolines, oils, and fuels. Some HIAs provided a limited literature review on auditory and nonauditory health effects, while others did not consider potential hearing loss or health effects. Two HIAs considered the annoyance of odors. Only two of the 11 HIAs included public stakeholder input. A wide variety of health topics were considered in different HIAs. The individual HIAs considered a small subset, but not all, of the following health topics: potential hearing loss, annoyance, mental distress, perception of risk/accident potential, impaired cognitive levels, sleep disruption and sleep disorders, respiratory conditions, cardiovascular diseases, and cancer incidence. The various HIAs concluded that annoyance, sleep disturbance, and reduced cognitive abilities were likely but that hearing loss, increase in respiratory effects, and cancer incidents were unlikely. Furthermore, some HIAs considered economic benefits of employment, community regeneration, business retention, and tourism as a net health benefit. The conclusion of this 2015 comparison study was that the 2014 HKAA HIA was adequate for its intended purpose for a vital public transportation project (Hong Kong Airport Authority, 2014).

- b. **2008 report entitled “Effects of Aircraft Noise: Research Update on Selected Topics.”** This report, published by the National Academies Press for the National Academies of Sciences, Engineering, and Medicine, synthesized research studies related to aviation noise since 1985. This report noted that “the effect of aviation noise on health is an intricately complex and notoriously difficult field of study” and that lifestyle choices, life’s stressors, hereditary factors, and genetic composition are some of the confounding factors that “may distort the results of an aviation noise health effects study.” The report condensed the health effects literature studies into one chapter, which discussed the cardiovascular system, children, and hearing impairment. Subsequent chapters summarized literature studies with respect to annoyance; sleep disturbance; speech interference; effects on schools; effects on parks; open spaces and wilderness areas; low-frequency noise and vibration; effects on wildlife and domestic animals; effects on property values; and, finally, the effects of meteorology and topography on aviation noise. The report concluded that “despite decades of research, including the review of old data and multiple new research efforts, health effects of aviation noise continue to be an enigma. Most, if not all, current research concludes that it is, as yet, impossible to determine causal relations between health disorders and noise exposures” (National Academies, 2008).
- c. **2005 Sound Noise Limits: Options for a Uniform Noise Limiting Scheme for Larger European Airports** (Appendix B, Noise Mitigation Measures). This report assesses the effectiveness of various noise mitigation measures available for commercial European airports. It analyzed four possible ways to mitigate aircraft noise: reducing noise at the source through research and development; land use planning to keep people and incompatible land uses away from the noise; ongoing noise-abatement procedures; and, as a last resort, operating restrictions. These noise-mitigation measures are very similar to those discussed in Appendix H of the Final EIS (Van Essen et al., 2005).

Summary: The Navy’s process of preparing the Growler EIS meets and exceeds the intent, the scope, and the content for a typical HIA. In fact, it fulfilled all applicable best practices identified and listed in the USEPA April 2014 factsheet: “A Review of Health Impact Assessments in the US: Current State of Science, Best Practices and Areas of Improvement.” In most cases, the Growler EIS analysis provides an objective, data-driven analysis that far exceeds the more general information contained in most other

HIAs. It is fair to conclude that while some HIAs provided a basic and fairly concise summary of existing literature, those HIAs did not conduct a location-specific analysis of environmental and health impacts normally found in an EIS. Furthermore, the noise mitigation measures discussed in the Growler EIS analysis are similar to noise mitigation initiatives used at commercial airports based on the three airport-related HIAs reviewed and the 2005 report on commercial European airports. In addition, a Noise and Health Reader's Guide was developed to assist readers in locating information within the EIS related to potential health effects of noise. This guide is organized by topic and includes where to find information on the latest science related to noise and health, standards the Navy uses to assess potential impacts, and potential impacts of the Proposed Action. This guide is included as part of the 30-page Executive Summary for the EIS.

4.3 Agency Consultation

Following the publication of the Draft EIS, the Navy received comments from USEPA Region 10 suggesting that the Navy prepare an HIA. The comments did not provide information detailing what information in the Draft EIS was missing or incorrect or how an HIA would provide information different than what was already included in the Draft EIS. The Navy reviewed the link provided in the USEPA comments, but the link provided very generalized information regarding HIAs that did not inform how the Navy should augment its analysis. The Navy searched and reviewed numerous HIAs prepared for other projects and found that HIAs served a similar but more limited role to that of NEPA documents, but none contained the level of quantitative and qualitative analysis of potential health impacts found in the Draft EIS. None of the HIAs provided new or unique research but instead conducted limited literature reviews.

As a result of the Navy's findings under Sections 4.1 and 4.2 above, Navy staff reached out to USEPA Region 10 to obtain additional guidance. As a result of those discussions, and due to the extensive discussion of potential health impacts already included in the Draft EIS, the Navy accepted the USEPA's recommendation that it expand the discussion on viability of noise mitigation measures.

Additionally, the Navy consulted with WADOH to discuss its request that the Navy consider 82 research studies and prepare an HIA. The Navy had already reviewed over 200 literature studies suggested in the Draft EIS public comments, and many studies suggested by WADOH were previously considered in the Navy's literature review or referenced in/by studies that the Navy had already considered. Nonetheless, the Navy agreed to review its literature study to confirm it was comprehensive. In addition, the Navy expanded its analysis and has provided an overview of the public health statistics as reported by WADOH and compared overall health in Island County to the rest of Washington State (Section 2 above).

The Navy believes that the comments are suggesting a broader, long-term research study aimed at attempting to determine whether there is a link between aircraft noise and health impacts, and not an HIA since an HIA would provide less comprehensive, at least duplicative, analysis than what is found in this EIS. The analysis in this EIS far exceeds the analysis contained in all of the HIAs reviewed by the Navy. It should be noted that numerous studies have already been conducted on this topic, and there are inconsistent or inconclusive results, as discussed in Appendix A1 of the Aircraft Noise Study (Appendix A). Such a study, to have any rigor or scientific validity, would have to be conducted over many years or even decades and is well outside what is required by NEPA or the scope of the Navy's statutory mission. As noted above, the Navy examined the most current and available literature in preparation of the analysis (see Appendix A1 of the Final EIS). It also prepared extensive qualitative and

quantitative analyses using numerous supplemental metrics based on the best available science to predict future impacts, including hearing loss, annoyance, sleep disturbance, and impact to children.

In order to determine whether relevant research might be ongoing or impending, the Defense Noise Working Group (DNWG) consulted the National Institutes of Health (NIH). Based on the information provided by the NIH, no such research studies are underway or planned. The NIH confirmed that the potential health effects associated with highway noise and aviation noise are not considered a national medical priority. Should the USEPA, WADOH, or another agency wish to prepare a research study, the Navy would likely participate alongside other federal agencies such as the Federal Aviation Administration, Department of Defense, and Department of Transportation.

Conclusion: The USEPA's suggestion of a supplemental health assessment did not specifically identify any incomplete information in the Draft EIS (See 40 CFR 1502.22), and it did not call into question the Draft EIS methodology for analyzing these impacts (See 40 CFR 1502.24). Creating a stand-alone HIA with the contents of the Navy's analysis did not serve any practical purpose since this information is already provided in the EIS.

4.4 A Discussion of How Public Health Practitioners View Available Literature

While WADOH health statistics did not indicate a health concern, the WADOH literature review was prepared with an abundance of caution in order to determine whether a public health consequence may exist with regard to annoyance, sleep disturbance, cognitive impairment, and cardiovascular disease. The 2008 Report by the National Academies performed a more detailed synthesis of the available literature and found that "it is as yet impossible to determine cause and effect relationship between health effects and aviation noise exposure." In preparation of the Final EIS, the Navy reviewed 260 published articles as suggested by public comment. In doing so, the Navy identified that many of these studies had been already reviewed and included in the Navy's literature review or were referenced in or by studies the Navy has already considered. However, expanded information has been incorporated as appropriate throughout the Final EIS. The studies did not change the overall findings of the Navy's original literature review. See Appendix A-8 for details on the literature review process.

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Appendix J

2013 Scoping Information

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other matters relating to the Academy. Specific topics for this meeting include a Superintendent's Update; a USAFA Non-profit Financial Support Briefing; a classroom visit and a tour of the Center for Character and Leadership Development. In accordance with 5 U.S.C. 552b, as amended, and 41 CFR 102-3.155, one session of this meeting shall be closed to the public because it involve matters covered by subsection (c)(6) of 5 U.S.C. 552b. Public attendance at the open portions of this USAFA BoV meeting shall be accommodated on a first-come, first-served basis up to the reasonable and safe capacity of the meeting room. In addition, any member of the public wishing to provide input to the USAFA BoV should submit a written statement in accordance with 41 CFR 102-3.140(c) and section 10(a)(3) of the Federal Advisory Committee Act and the procedures described in this paragraph. Written statements must address the following details: the issue, discussion, and a recommended course of action. Supporting documentation may also be included as needed to establish the appropriate historical context and provide any necessary background information. Written statements can be submitted to the Designated Federal Officer (DFO) at the Air Force address detailed below at any time. However, if a written statement is not received at least 10 calendar days before the first day of the meeting which is the subject of this notice, then it may not be provided to or considered by the BoV until its next open meeting. The DFO will review all timely submissions with the BoV Chairman and ensure they are provided to members of the BoV before the meeting that is the subject of this notice. For the benefit of the public, rosters that list the names of BoV members and any releasable materials presented during the open portions of this BoV meeting shall be made available upon request.

If after review of timely submitted written comments and the BoV Chairman and DFO deem appropriate, they may choose to invite the submitter of the written comments to orally present the issue during an open portion of the BoV meeting that is the subject of this notice. Members of the BoV may also petition the Chairman to allow specific personnel to make oral presentations before the BoV. In accordance with 41 CFR 102-3.140(d), any oral presentations before the BoV shall be in accordance with agency guidelines provided pursuant to a written invitation and this paragraph. Direct questioning of BoV members or

meeting participants by the public is not permitted except with the approval of the DFO and Chairman.

FOR FURTHER INFORMATION CONTACT: For additional information or to attend this BoV meeting, contact Maj Mark Cipolla, Accessions and Training Division, AF/A1PT, 1040 Air Force Pentagon, Washington, DC 20330, (703) 695-4066.

Bao-Anh Trinh,

Air Force Federal Register Liaison Officer.

[FR Doc. 2013-21550 Filed 9-4-13; 8:45 am]

BILLING CODE 5001-10-P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Intent To Prepare an Environmental Impact Statement for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island, Washington and To Announce Public Scoping Meetings

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: Pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality regulations (40 Code of Federal Regulations parts 1500-1508), the Department of the Navy (DoN) announces its intent to prepare an Environmental Impact Statement (EIS) for EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island, Washington. The EIS will evaluate the potential environmental effects associated with the introduction of two additional EA-18G Growler expeditionary squadrons (10 aircraft) and the addition of three EA-18G Growler aircraft to the Fleet Replacement Squadron (FRS) when added to baseline conditions, including ongoing EA-18G Growler airfield operations, at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF) Coupeville.

DATES: Dates and Addresses: Three open house information sessions will be held between 4:00 p.m. and 8:00 p.m. on:

1. Tuesday, December 3, 2013, at Coupeville High School Commons Area, 501 South Main Street, Coupeville, Washington 98239.
2. Wednesday, December 4, 2013, at Oak Harbor High School Student Union Building, 1 Wildcat Way, Oak Harbor, Washington 98277.
3. Thursday, December 5, 2013, at Anacortes Middle School Cafeteria, 2202 M Avenue, Anacortes, Washington 98221.

Each of the three open house information sessions will be informal and consist of information stations staffed by DoN representatives.

FOR FURTHER INFORMATION CONTACT: EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Boulevard, Norfolk, Virginia 23508.

SUPPLEMENTARY INFORMATION: NAS Whidbey Island is the home of all Navy tactical electronic attack (VAQ) squadrons flying the EA-6B Prowler and EA-18G Growler. In 2005 and 2012, the DoN prepared environmental analyses pursuant to NEPA for the replacement of the EA-6B Prowler aircraft with the newer EA-18G Growler aircraft at NAS Whidbey Island. The 2005 Environmental Assessment (EA) evaluated the environmental consequences of transitioning fleet squadrons and the FRS from the EA-6B to the EA-18G aircraft. The 2012 EA evaluated the environmental consequences of retaining and transitioning the three expeditionary squadrons currently home based at NAS Whidbey Island from EA-6B to EA-18G aircraft and the relocation of a reserve expeditionary squadron from Joint Base Andrews, Maryland.

To meet current and future requirements, the DoN proposes to: (1) Continue and increase the existing VAQ airfield operations at NAS Whidbey Island complex, which includes Ault Field and OLF Coupeville; (2) Add two new Expeditionary VAQ squadrons (10 additional aircraft) and augment the VAQ FRS (3 additional aircraft) to support an expanded expeditionary Department of Defense (DoD) mission (total increase of 13 aircraft); (3) Construct and renovate facilities at Ault Field over a three-year period to accommodate additional aircraft; and (4) Station up to 860 additional personnel at and relocate approximately 2,150 family members to NAS Whidbey Island and surrounding community.

The purpose of the proposed action is to sustain the Navy's electronic attack aircraft capabilities at NAS Whidbey Island. The proposed action is needed to maintain electronic attack operational readiness to support national defense requirements under Title 10 United States Code Part 5062. The VAQ community of personnel, aircraft, equipment and mission related Navy functions have been performed almost entirely at NAS Whidbey Island since 1971. With the disestablishment of U.S. Marine Corps capabilities, the DoD Expeditionary VAQ mission is single-sited at NAS Whidbey Island which

maximizes operational capabilities and efficiencies without duplicating facilities and functions at another location.

In addition to the No Action Alternative, this EIS will assess the potential environmental effects of action alternatives to be developed by DoN for different operational scenarios.

The environmental analysis in the EIS will focus on several aspects of the proposed action: Aircraft operations at Ault Field and OLF Coupeville; facility construction; and personnel changes. Resource areas to be addressed in the EIS will include, but not be limited to: Air quality, noise, land use, socioeconomic, natural resources, biological resources, cultural resources, and safety and environmental hazards. The analysis will evaluate direct and indirect impacts, and will account for cumulative impacts from other relevant activities near the installation. Relevant and reasonable measures that could avoid or mitigate environmental effects will also be analyzed. Additionally, the DoN will undertake any consultation applicable by law and regulation. No decision will be made to implement any alternative until the EIS process is completed and a Record of Decision is signed by the Assistant Secretary of the Navy (Energy, Installations and Environment) or designee.

The scoping process will be used to identify community concerns and local issues to be addressed in the EIS.

Federal agencies, state agencies, local agencies, Native American Indian Tribes and Nations, the public, and interested persons are encouraged to provide comments to the DoN to identify specific issues or topics of environmental concern that the commenter believes the DoN should consider. All comments provided orally or in writing at the scoping meetings or by mail during the scoping period will receive the same consideration during EIS preparation. All comments must be postmarked no later than January 3, 2014.

To be included on the DoN's mailing list for the EIS (or to receive a copy of the Draft EIS, when released), a written request should be submitted to: EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Blvd., Norfolk, VA 23508.

August 29, 2013.

P.A. Richelmi,

Lieutenant, Office of the Judge Advocate General, U. S. Navy, Alternate Federal Register Liaison Officer.

[FR Doc. 2013-21483 Filed 9-4-13; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF EDUCATION

[Docket No. ED-2013-ICCD-0085]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Comment Request; Race to the Top—Early Learning Challenge Annual Performance Report

AGENCY: Office of Elementary and Secondary Education (OESE), ED.

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, (44 U.S.C. chapter 3501 *et seq.*), ED is proposing a new information collection.

DATES: Interested persons are invited to submit comments on or before October 7, 2013.

ADDRESSES: Comments submitted in response to this notice should be submitted electronically through the Federal eRulemaking Portal at <http://www.regulations.gov> by selecting Docket ID number ED-2013-ICCD-0085 or via postal mail, commercial delivery, or hand delivery. *Please note that comments submitted by fax or email and those submitted after the comment period will not be accepted.* Written requests for information or comments submitted by postal mail or delivery should be addressed to the Director of the Information Collection Clearance Division, U.S. Department of Education, 400 Maryland Avenue SW, LBJ, Room 2E115, Washington, DC 20202-4537.

FOR FURTHER INFORMATION CONTACT: For questions related To collection activities or burden, please call Tomakie Washington, 202-401-1097 or electronically mail ICDocketMgr@ed.gov. Please do not send comments here.

SUPPLEMENTARY INFORMATION: The Department of Education (ED), in accordance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3506(c)(2)(A)), provides the general public and Federal agencies with an opportunity to comment on proposed, revised, and continuing collections of information. This helps the Department assess the impact of its information collection requirements and minimize the public's reporting burden. It also helps the public understand the Department's information collection requirements and provide the requested data in the desired format. ED is soliciting comments on the proposed information collection request (ICR) that is described below. The Department of Education is especially interested in public comment addressing the following issues: (1) is this collection

necessary to the proper functions of the Department; (2) will this information be processed and used in a timely manner; (3) is the estimate of burden accurate; (4) how might the Department enhance the quality, utility, and clarity of the information to be collected; and (5) how might the Department minimize the burden of this collection on the respondents, including through the use of information technology. Please note that written comments received in response to this notice will be considered public records.

Title of Collection: Race to the Top—Early Learning Challenge Annual Performance Report.

OMB Control Number: 1810-NEW.

Type of Review: New collection.

Respondents/Affected Public: State, Local, or Tribal Governments.

Total Estimated Number of Annual Responses: 21.

Total Estimated Number of Annual Burden Hours: 2,520.

Abstract: The Race to the Top—Early Learning Challenge program is authorized by Sections 14005 and 14006, Division A, of the American Recovery and Reinvestment Act of 2009, as amended by section 1832(b) of Division B of Public Law 112-10, the Department of Defense and Full-Year Continuing Appropriations Act, 2011, and the Department of Education Appropriations Act, 2012 (Title III of Division F of Pub. L. 112-74, the Consolidated Appropriations Act, 2012). This program is jointly managed by the U.S. Department of Education and the U.S. Department of Health and Human Services. The purpose of the Race to the Top—Early Learning Challenge program is to focus on improving early learning and development programs for young children by supporting States' efforts to: (1) increase the number and percentage of low-income and disadvantaged children in each age group of infants, toddlers, and preschoolers who are enrolled in high-quality early learning programs; (2) design and implement an integrated system of high-quality early learning programs and services; and (3) ensure that any use of assessments conforms with the recommendations of the National Research Council's reports on early childhood. Five key program reform areas representing the foundation of an effective early learning and development reform agenda focused on school readiness and ongoing educational success. These five key reform areas are: (A) successful State Systems; (B) High-Quality, Accountable Programs; (C) Promoting Early Learning and Development Outcomes for Children; (D) A Great Early Childhood Education Workforce; and (E) Measuring

Affairs Office of the Army Environmental Command at 210-466-1590 or 1-855-846-3940 (toll free), or by email at usarmy.jbsa.aex.mbx@mail.mil.

SUPPLEMENTARY INFORMATION: The Army's proposed action, referred to as the Schofield Generating Station Project (SGSP), is a lease of 10.3 acres of land and a related 2.5 acre interconnection easement on Schofield Barracks to Hawaiian Electric, as well as Hawaiian Electric's construction, ownership, operation, and maintenance of a 50 MW biofuel-capable power generation plant and 46-kilovolt subtransmission line.

The SGSP would be a source of renewable power that would provide an energy security service to Schofield Barracks, Wheeler Army Airfield, and Field Station Kunia if loss of service occurs from the normal sources of electricity supporting these installations. Any electricity produced from renewable biofuels would also help achieve the Army goals of producing renewable energy on Army-owned real property.

The SGSP would benefit Hawaiian Electric and the residents of Oahu. It would provide a quick-starting facility to help maintain grid stability; provide a facility at a higher elevation and away from coastlines; provide a physically secure facility on a military installation; and makes progress toward the Hawaii Renewable Portfolio Standard.

The SGSP would operate on a mix of biofuel and diesel, as required to meet Hawaiian Electric's Renewable Portfolio Standard and the Army's renewable energy goals, and may help sustain a local demand for biofuels. Since the SGSP would be multi-fuel capable, it would be able to run on a combination of fuels as necessary to ensure operations are economically viable and can continue under adverse operating conditions.

The EIS will assess the potential for direct, indirect, and cumulative effects on the human, natural, and cultural environment and identify mitigation measures for any adverse effects.

The EIS will examine two alternative operating scenarios for the proposed action. Under the first scenario, the SGSP would run approximately six hours per day, and consume up to eight million gallons of fuel per year. Under the second scenario, the SGSP would operate seven days a week and 24 hours per day, and would consume up to 31.5 million gallons of fuel per year.

The EIS will analyze a No Action Alternative, as prescribed by the Council on Environmental Quality (CEQ) regulations, to serve as the

baseline against which the proposed action and alternatives are compared. Under this alternative, the SGSP would not be built. The EIS process will also examine whether there are additional reasonable alternatives that could meet the needs of both the Army and Hawaiian Electric.

Key resources of concern, for which potentially significant impacts could occur, include air quality, traffic, and stormwater. The Army is preparing supporting studies for those resources.

The Department of the Army encourages all interested members of the public, as well as federal, state, and local agencies to participate in the scoping process for the preparation of this EIS. Interested members may participate in scoping meetings, submit written comments, or both. Written comments will be accepted within a 45-day period following the publication of the Notice of Intent (NOI) in the **Federal Register**. Scoping meetings will be held on the Island of Oahu, Hawaii during the first week of February 2014. Notification of the locations and times for the meetings will be published in the *Honolulu Star-Advertiser*.

Brenda S. Bowen,
Army Federal Register Liaison Officer.

[FR Doc. 2014-00888 Filed 1-16-14; 8:45 am]
BILLING CODE 3710-08-P

DEPARTMENT OF DEFENSE

Department of the Navy

Reopening and Extending the Public Comment Period for the Notice of Intent To Prepare an Environmental Impact Statement for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island, Washington

AGENCY: Department of the Navy, DoD.
ACTION: Notice.

SUMMARY: The Department of the Navy (DoN) is reopening and extending the public scoping period for the notice of intent to prepare an Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island, Washington. This notice announces an extension of the public scoping period until January 31, 2014.

FOR FURTHER INFORMATION CONTACT: EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Boulevard, Norfolk, Virginia 23508.

SUPPLEMENTARY INFORMATION: On September 5, 2013 (78 FR 54635), the

DoN published a notice of intent to prepare an EIS for EA-18G Growler Airfield Operations at NAS Whidbey Island, Washington and also announced public scoping meetings. DoN provided a 120-day public scoping period which ended on January 3, 2014. The original public scoping period was intended to avoid any complications or delays that could result from government shutdowns and the end of the calendar year.

This notice announces an extension of the public scoping period until January 31, 2014. Scoping comments may be submitted in writing to the EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Boulevard, Norfolk, Virginia 23508, or electronically via the project Web site (<http://www.whidbeyeis.com>). All written comments must be postmarked or received (online) by January 31, 2014, to ensure they become part of the official record.

Dated: January 14, 2014.

N.A. Hagerty-Ford,
Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2014-00876 Filed 1-16-14; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF EDUCATION

National Board for Education Sciences; Meeting

AGENCY: Institute of Education Sciences, U.S. Department of Education.
ACTION: Notice of an open meeting.

SUMMARY: This notice sets forth the schedule and proposed agenda of an upcoming meeting of the National Board for Education Sciences (NBES). The notice also describes the functions of the Committee. Notice of this meeting is required by Section 10(a) (2) of the Federal Advisory Committee Act and is intended to notify the public of their opportunity to attend the meeting.
DATES: January 31, 2014.

Time: 8:30 a.m. to 4:30 p.m. Eastern Standard Time

ADDRESSES: 80 F Street NW., Large Board Room, Washington, DC 20001
FOR FURTHER INFORMATION CONTACT: Ellie Pelaez, 555 New Jersey Avenue NW., Room 600 E, Washington, DC 20208; phone: (202) 219-0644; fax: (202) 219-1402; email: Ellie.Pelaez@ed.gov.

SUPPLEMENTARY INFORMATION: The National Board for Education Sciences is authorized by Section 116 of the Education Sciences Reform Act of 2002

Press Releases

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Press Release

Public Affairs Office
Commander, U.S. Fleet Forces Command
1562 Mitscher Avenue,
Suite 250
Norfolk, Va. 23551-2487
(757) 836-3600
Fax: (757) 836-3601

FOR IMMEDIATE RELEASE

Press Release – 45-13
September 5, 2013

Navy to Prepare Environmental Impact Statement (EIS) for Growler Operations at Naval Air Station Whidbey Island

The Navy has announced its intent to prepare an Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island, Oak Harbor, Wash. The EIS will evaluate the potential environmental effects associated with ongoing EA-18G Growler airfield operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF) Coupeville, including the proposed introduction of two additional expeditionary Electronic Attack (VAQ) squadrons and the addition of aircraft to the Fleet Replacement Squadron (FRS).

There are two distinct components to the VAQ community: the Carrier Air Wing Fleet VAQ squadrons and the Expeditionary VAQ squadrons. Each has the same mission but they differ in where they deploy (on board aircraft carriers for the Fleet VAQ squadrons versus land based VAQ squadrons). Expeditionary VAQ squadrons do not deploy on aircraft carriers and therefore pilots in these squadrons do not conduct field carrier landing practice at either Ault Field or OLF Coupeville beyond an initial qualification during training in the FRS.

A scoping process will be used to identify community concerns and local issues to be addressed in the EIS. As part of the public involvement during scoping the Navy will host three open house information sessions on the following dates: Tuesday, December 3, 2013 at Coupeville High School (Commons Area), 501 South Main Street, Coupeville, Wash.; Wednesday, December 4, 2013 at Oak Harbor High School (Student Union Building), 1 Wildcat Way, Oak Harbor, Wash.; and Thursday, December 5, 2013 at Anacortes Middle School (Cafeteria), 2202 M Avenue, Anacortes, Wash. 98221. All of these meetings will take place from 4 p.m. – 8 p.m.

The meetings will be conducted in an open house format with informational displays and materials available for public review. There will be no formal presentations. Navy staff will be present to answer general questions on the proposed action and the EIS process.

To be included on the Navy's mailing list for the EIS (or to receive a CD copy of the Draft EIS once it is prepared), interested individuals should submit an e-mail request to WhidbeyEIS@navy.mil or a written request to: EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Blvd, Norfolk, VA 23508.

-USN-



Press Release

Public Affairs Office
Commander, U.S. Fleet Forces Command
1562 Mitscher Avenue,
Suite 250
Norfolk, Va. 23551-2487
(757) 836-1959
Fax: (757) 836-3601

FOR IMMEDIATE RELEASE

Press Release – 28-14
July 25, 2014

Navy to Analyze New Growler Alternatives

As has been recently reported, Congress is considering authorizing and appropriating funds so the U.S. Navy may procure EA-18G Growler aircraft. While it is unclear whether more Growlers will ultimately be procured, the Navy has decided to be proactive in analyzing the potential growth in the Growler inventory in order to ensure full transparency with the public and local community. Therefore, U.S. Fleet Forces Command has been directed to incorporate additional force structure alternatives for the Navy's Electronic Attack community at NAS Whidbey Island into the ongoing Environmental Impact Statement.

Fleet Forces Command is currently evaluating how this potential change may affect the scope and timing of the ongoing EIS. Once this information is available, the Navy will provide it to the public.

The number of Growlers in the Navy inventory, and the number ultimately based at NAS Whidbey Island, will depend on how many, if any, are funded by Congress. The Navy is developing a variety of force structure alternatives, and these alternatives will be made public as part of the NEPA process.

-USN-

Newspaper Advertisements

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Anacortes American

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I, Kathryn Schultz, being duly sworn on oath now and during all times herein stated, have been the publisher and designated agent of the publication known as,

Anacortes American ("Publication")

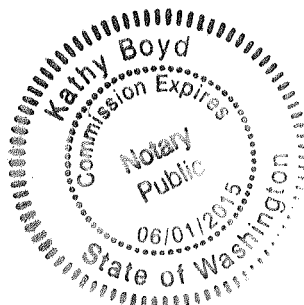
And have full knowledge of the facts herein stated as follows:

The insert for Dept of Defense/Navy ("Ad/Advertiser) with Insertion Order No. dated 9/1/13 was distributed to the Publication's full circulation on the 11th day of September, 2013.

BY: Kathryn Schultz

Subscribed and sworn to before me
This 27th day of Feb., 2014.

Kathy Boyd
Notary Public



April 2011

Obituaries

Gregory Todd Morlan

It is with great sorrow that beloved family and friends mourn the passing of Gregory Todd Morlan, age 56, of Ocean Park, Wa., on August 18, 2013.

Survived by spouse Mary Majerle Morlan, stepson Jeremy Engstrom, parents Jim and Shirley Morlan of Anacortes, Wa, brother Jeffrey Morlan and wife Colleen of White Rock, BC, Canada, niece Naomi Morlan of London, England, Aunt and Uncle Audrey and George Thayer of Rathdrum, Idaho, In-laws Pam and Ed Majerle of Duvall, Wa, numerous cousins and cherished friends.

Greg attended Shadle Park High School in Spokane, Wa. He was a gifted guitarist and was a central part of the music scene in Seattle for many years. He

made friends easily, had a wonderful sense of humor and was loved by everyone. He had a great love for animals and rescued many. In lieu of flowers donations may be made to the ASPCA.

Evelyn S. Legg

Sept. 5, 1913 ~ Aug. 30, 2013



Evelyn was a longtime resident of Anacortes having moved here in 1956. Born Evelyn Strouse in Perkaspie, Pennsylvania, she married Byron Legg in

1944. They had six children.

She was a graduate of Cedar Crest College and held a Library degree from Drexel. While living in Anacortes, Evelyn worked as a cataloger for the Anacortes Public Library and later for the Bellingham Public Library from which she retired in 1979.

She was an avid reader and an accomplished pianist. She enjoyed attending community theater and concerts, and working in her garden.

Evelyn was preceded in death by Byron, her husband of 50 years, her son Byron and her daughter Virginia. She is survived by daughters Patricia, Priscilla, Fritzi, Mary, and three grandchildren.

No service is planned.

Arrangements are in the care of Evans Funeral Chapel and Crematory, Inc.,

Anacortes, WA and the San Juan Islands. To share memories of Evelyn, please sign the online guest register at www.evanschapel.com

Eugene Rae Knokey

Feb 25, 1929 ~ Aug. 22, 2013



Born in Aberdeen, WA, Eugene passed August 22 in Mount Vernon, WA. For the past 25 years Gene and Marjorie, his wife of 64 years, resided in Anacortes, WA. "Gene" is survived by his wife, Marj; children, Alan Knokey,

MarJean Long, Judy Thompson; grandchildren, Rachel Russell, Jonathan Knokey, Samantha Thompson, Jenna Thompson; great-grandchildren, Cade Russell and Avery Knokey.

Gene will be remembered for his commitment to family, innovations he brought to the plywood industry, skill as a wood boat builder (building 30 wood boats from 10 to 50 feet both sail and power), custom furniture designer, and love for things boating. Gene was a passionate boater and loved the San Juan Islands and adventures to all scenic stops along the northwest coast of Canada.

He began his professional career building and managing plywood plants. From this experience, he gained knowledge of the industry need for modern plywood process machinery. As vice president of Coe Manufac-

turing from 1976 to 2001, he led the design and manufacturing of process machinery that remains the world standard today.

He will be missed by his family and friends and remembered for his energy, humor, warmth, and empathy.

In today's society we are quick to be critical; however, my family firmly believes we should be quicker to praise. My family would like to thank the staff and owners of Randy's Pier 61 for their professionalism and accommodation in helping the family plan and implement a "celebration of the life of our father, Eugene Knokey" on August 31.

The event was a great success as a result of all those affiliated with Randy's Pier 61. Thank you so much for all your efforts on our behalf.

Fourteen Skagit drivers arrested during DUI emphasis

The results are in from the recent Drive Sober or Get Pulled Over DUI enforcement campaign conducted from Aug. 16 through Sept. 2. In Skagit County, preliminary numbers show that 14 motorists were stopped and arrested for driving under the influence of alcohol or drugs, and statewide, law enforcement officers arrested 1,420 drivers for DUI.

In Skagit County, the Anacortes, Burlington, Mount Vernon, Sedro-Woolley and Swinomish police departments, the Skagit County Sheriff's Office and the Washington State Patrol participated in the extra DUI patrols, with the support of the Skagit County Traffic Safety Task Force.

The extra patrols were funded by a grant from the

Washington Traffic Safety Commission.

These patrols are important because August is one of the deadliest months on Washington's roadways.

These and all extra patrols are part of Target Zero — striving to end traffic deaths and serious injuries in Washington by 2030.

For more information visit www.targetzero.com.

DEPARTMENT OF DEFENSE DEPARTMENT OF THE NAVY

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Journal San Juan Islands

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Affidavit of Publication.

STATE OF WASHINGTON

County of San Juan

The undersigned, being first duly sworn, says on oath that she is the principal clerk of THE JOURNAL OF THE SAN JUAN ISLANDS, a weekly newspaper approved as a legal newspaper by order of the Superior Court of the State of Washington for San Juan County; that said newspaper is now and has been published in the English language continuously as a weekly in Friday Harbor for six months prior to the first date of publication of the notice hereto attached; that said

public meeting

is a true copy and was published by her in one
successive copies of said paper on the following dates:

November 27, 2013

and was printed in full in said newspaper and not in
supplement thereof.

That the publication cost thereof the sum of \$ 224.28
and has been paid in full at the rate of \$ 12.46 per
column inch for each insertion.

Katherine d. Ingle

Subscribed and sworn before me this 11th day of
December 2013.

Frances E Bacon

Notary Public in and for
The State of Washington
residing at Friday Harbor, WA





Excessive exposure to The Journal has been linked to increased community engagement and overall personal awesomeness.

DEPARTMENT OF DEFENSE

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Pot shop in Friday Harbor?

Most of downtown off-limits due to distance ban from school sites

The Friday Harbor Town Council briefly discussed the prospect of retail marijuana stores in light of the state Liquor Control Board proposed rules issued Sept. 4.

Because siting a retail pot store within 1,000 feet of schools and other public facilities is prohibited, much of downtown Friday Harbor could be off-limits for retail pot stores, according to a memorandum and town map prepared by Mike Bertrand, town land use administrator.

Councilwoman Barbara Starr expressed her view that marijuana stores not be permitted in residential neighborhoods, a concern allayed when town attorney Adina Cunningham pointed out that the proposed regulations require that police have access to retail stores without U.S. constitutional Fourth Amendment impediments which apply to private residences.

Cunningham told the council she needed to review the latest proposed amendments and would offer the council a briefing of the new state law and "the pros and cons" on various alternative zoning amendments at a later council meeting.

— Steve Wehrly

Three:

Continued from page 1

ance for projected consumption. Under the LCB proposal, King County will have 61 stores, Snohomish County 35 stores, Skagit County 10 and Whatcom County 15. Neither growers nor processors are permitted to be licensed as marijuana retailers. If more than one applicant applies for a license in a given jurisdiction, licenses will be awarded on a lottery basis.

Siting of retail locations, like the siting of liquor stores, will be subject to public comment and to a setback of 1,000 feet from a school, playground, public

park, public transit center, or library.

"I think when people map out the 1,000 foot setback from schools and parks, the areas where a retail store may go will be quite limited," Gaylord said of the setback. "With few locations, it will be easier to assure marijuana is not distributed to or used by minors."

Advertising and display of marijuana in retail locations is limited; on-premises consumption, or even opening of packages, will not be permitted. Retail packages will be limited to one ounce of "useable marijuana", 16 ounces of solid marijuana-infused products or 72 ounces of marijuana-infused liquid.

Combination public retail stores and medical marijuana stores will not be permitted. Non-residents will be permitted to purchase and use marijuana in the state, but

export from Washington will be illegal.

The state's Office of Financial Management fiscal impact statement places a price estimate of a \$3 per gram producer price, a \$6 per gram processor price and a pre-tax \$12 per gram average retail purchase price. Estimates of state revenue generation from all sources, including 25 percent excise taxes at the production, processing and retail levels, range up to \$2 billion in the first five years of retail sales.

The County Council put the matter on their agenda for discussion with the prosecutor and sheriff at 2 p.m. on Sept. 24.

Gaylord would not say whether local governments could ban placement of stores in San Juan County by ordinance, but did say, "I will be closely following what is happening in other communities."

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<p><i>Jumbo</i></p> <p>Kiet Mangos</p> <p>SAVE UP TO \$3.64</p> <p>3/\$5</p>	<p><i>Beef</i></p> <p>Shoulder Roast</p> <p>SAVE \$1.50 lb.</p> <p>\$3.48 lb.</p>	<p><i>Ocean Spray Selected Varieties</i></p> <p>100% Juice</p> <p>SAVE UP TO \$2.98</p> <p>2/\$6 64 oz.</p>	<p><i>Lean Cuisine Selected Varieties</i></p> <p>Entrees</p> <p>SAVE UP TO \$1.58</p> <p>2/\$5 6-10 oz.</p>
<p><i>Snow White</i></p> <p>Cauliflowers</p> <p>SAVE UP TO \$2.98</p> <p>2/\$3</p>	<p><i>All Natural Bone In Pork</i></p> <p>Country Style Ribs</p> <p>SAVE \$1.50 lb.</p> <p>\$1.98 lb.</p>	<p><i>Kashi Selected Varieties</i></p> <p>Go Lean Cereal</p> <p>SAVE UP TO \$1.98</p> <p>2/\$6 13.1-14 oz.</p>	<p><i>Wine Selected Varieties</i></p> <p>Viu Maneut</p> <p>SAVE \$2.01</p> <p>\$5.48 750 mL</p>

SAN JUAN COUNTY

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Saturday, September 14,
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The Tharald Homestead is listed on the National Register of Historic Places and protected by an Historic Preservation Easement held by the San Juan County Land Bank.

For more information & to register, email: mulnocove@gmail.com or call Boyd Pratt 378-7172

Skagit Valley Herald

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I, Kathryn Schultz, being duly sworn on oath now and during all times herein stated, have been the publisher and designated agent of the publication known as,

Skagit Valley Herald ("Publication")

And have full knowledge of the facts herein stated as follows:

The insert for Dept. of Defense/Navy ("Ad/Advertiser) with Insertion Order No. dated 9/1/13 was distributed to the Publication's full circulation on the 6th day of September, 2013.

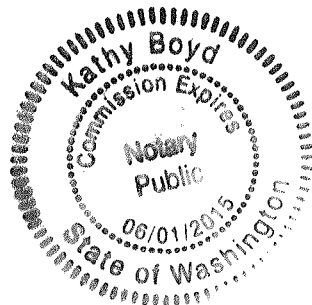
7th
8th

BY: Kathryn Schultz

Subscribed and sworn to before me
This 27th day of February 2014.

Kathy Boyd

Notary Public





On the beat

Here is a small sampling of recent calls made to law enforcement in the area:

BURGLARY

A Mount Vernon woman reported Tuesday that her home on Nathan Lane had been burglarized while she was gone during the past week. She came home to find her sliding glass door open and two television sets missing. Meanwhile, a "watchful neighbor" told Skagit County sheriff's deputies they had seen a younger male — who lived in the area — at the victim's anything had been taken, but Capt. John Small surmised the digging duo may have been after scrap metal.

FRAUD

A bank on Riverside Drive in Mount Vernon called police Wednesday to report that someone had cashed a check that had been altered. The person reportedly changed the numbers on a legitimate check to make it for a much larger amount and then cashed it at the bank. Bank employees did not discover the altered status of the check until the person left, but turned video over to police, who are investigating.

— Skagit Valley Herald staff

MV man gets four years for store burglary

By **KIMBERLY CAUVEL**
@Kimberly_SVH

MOUNT VERNON — Mount Vernon resident Mark Bolf was sentenced to 50 months in prison and 25 months in community custody for first-degree possession of stolen property in connection with a burglary that he originally reported to police at Mount Vernon's Good Old Days Antiques.

Bolf, 53, lived in a room behind

a business neighboring the antique shop, according to court documents. On May 5, he reported to police that he discovered broken windows at the shop on his way home early that morning.

The owners of the shop calculated nine items worth a total of \$1,970 were missing.

Several days later, an antique shop owner in Tacoma reported seeing information on the burglary in the news and believed the sto-

len items were sold there. Bolf's name was found in the sale records, according to court documents.

Bolf initially pleaded not guilty to four separate felony charges related to the burglary, but changed his plea Aug. 8 to reduced charges as part of a plea deal.

The state Department of Corrections also determined Bolf has mental health, drug and alcohol problems and may be eligible for

an in-custody treatment alternative.

Judge Michael Rickert said Bolf has a significant criminal history with 25 previous felony convictions racked up since his early 20s and said this trial-based sentence is likely his last chance to avoid life in prison.

■ Reporter Kimberly Cauvel: 360-416-2199, kcauvel@skagitpublishing.com, Twitter: @Kimberly_SVH, facebook.com/bykimberlycauvel

NATURE'S BOUNTY



Scott Terrell / Skagit Valley Herald

Bruce Denton of Anacortes harvests Gravenstein apples Thursday from a demonstration orchard at the Washington State University Northwestern Research and Extension Center in Mount Vernon. Denton is a member volunteer of the Western Washington Fruit Research Foundation that supports and operates the demonstration orchard. They have a weekly work party every Thursday morning.

REGION BRIEFLY

Compiled from staff reports and news services

Glenn and Kenan Adams-Kinard, both 16, beat Delbert Belton to death Aug. 22 while he sat in his car. Investigators found Glenn's prints on the exterior rear driver's side door and the interior of the rear driver's side passenger door and Adams-Kinard's prints were on the exterior driver's door and the interior of the rear driver's side passenger door, according to the affidavit.

CORRECTIONS

■ We care about accuracy and correct any errors brought to our attention. Corrections are published on the Local page for any errors except those involving the

Sports section. If you feel an error has been made, please call Editor Colette Weeks at 360-416-2132.

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HOW TO REACH US
President and Publisher Heather Hernandez
360-416-2100
hhernandez@skagitpublishing.com
Editor Colette Weeks
360-416-2132
cweeks@skagitpublishing.com
News Department 360-416-2160
Sports Department 360-416-2133
sports@skagitpublishing.com
Photo Department 360-416-2152
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PSE nearly done with pole replacements

Skagit Valley Herald staff

Puget Sound Energy crews have nearly completed replacing 23 power poles along Highway 20 between Burlington and Sedro-Woolley. The work is being done at night until mid-morning, 7 p.m. to 6 a.m., with flaggers guiding motorists through the construction zone on one lane of the highway. Work on the nearly mile-long task began in August and is expected to be finished by mid-September.

PSE spokesperson Allison Stanford said the poles are being replaced to meet the North American Electric Reliability Corp. requirements for utilities. She said PSE power systems are engineered to meet certain standards based on the line voltage. The work will increase the line capacity, reducing the possibility for overloading which could cause outages. The increased capacity is essential when consumers are all drawing extra power for winter heating, for example, she said.



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NEWSWATCH

Compiled from news services and staff reports

LOCAL

MOUNT VERNON

Road work set for early next week

Drivers should expect delays early next week due to construction work going on in two places.

On Monday, traffic will be limited between 7 a.m. and 4 p.m. at the intersection of Digby Lane and Digby Road while Skagit PUD replaces a water line. Local traffic will be directed south to East Section Street.

Blackburn Road will be closed for asphalt work from 7:30 a.m. to 5:30 p.m. Tuesday and Wednesday between 13th Street and Blodgett Road.

The Blackburn Road work depends on weather and could be rescheduled.

Flaggers and detour routes will be on site in both places to direct traffic.



Michael Penn / The Juneau Empire via AP

Stephanie Gustafson holds her two-year-old female cat, Wasabi, after returning from the veterinarian hospital Thursday in Juneau, Alaska. The cat survived a fall from the 11th floor of her apartment building.

named Wasabi, survived but suffered a fractured leg and broken bones.

The Juneau Empire reports the cat was chasing the mosquito Monday in her owners' apartment in Juneau.

The mosquito escaped out a window, and Wasabi went after it. Stephanie Gustafson says her mother watched the female cat fall.

Wasabi landed in a parking lot, and Gustafson found her huddled nearby, bloody and wet from rain.

The cat underwent an operation and has pins and wires holding together her fractured leg and broken bones in a joint.

fighters on high alert.

Lebanon and Syria share a complicated history and a web of political and sectarian ties and rivalries.

NATION

PHOENIX

Woman released from death row

An Arizona woman who spent more than two decades on death row was released on bond Friday after a judge ruled there's no direct evidence linking her to the death of her young son, other than a purported confession to a detective whose honesty has been questioned.

Debra Milke walked out of the Maricopa County Sheriff's jail after supporters posted \$250,000 bond.

The 9th Circuit Court of Appeals overturned her conviction in March, stating that prosecutors should have disclosed information that cast doubt on the credibility of a since-retired detective who said Milke confessed.

The 49-year-old Milke has not been exonerated, but a judge said she could go free while preparing for a new trial in a case that made her one of Arizona's most reviled inmates.

JUNEAU, ALASKA

Cat survives 11-story fall from apartment

A house cat in Alaska learned the hard way not to chase mosquitoes after following one out a window and falling 11 stories.

The 2-year-old cat,

WORLD

BEIRUT

U.S. orders diplomats to leave Lebanon

The State Department ordered all non-essential U.S. personnel Friday to leave Lebanon, reflecting fears that an American-led strike on neighboring Syria would unleash more bloodshed in this already fragile nation.

The Lebanese government's top security body held an emergency meeting and the Shiite militant group Hezbollah put its

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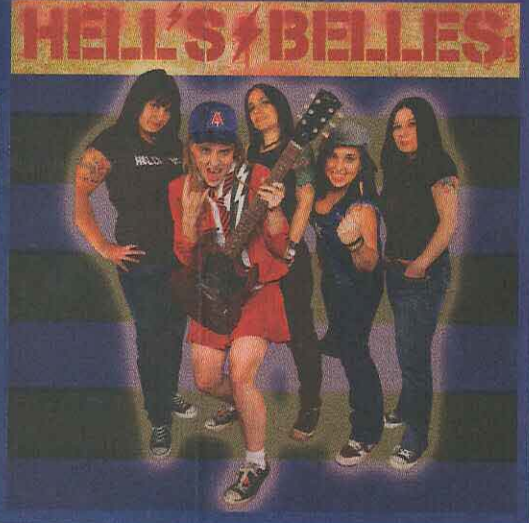
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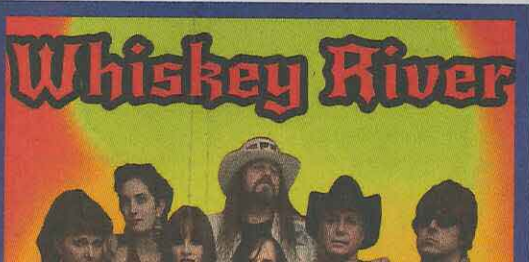
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HELL'S BELLES

Saturday, September 21

FREE SHOW!



WHISKEY RIVER

Salmon fest swims through Skagit

Celebration brings conservation groups together, seeks to educate community

Story by DANIEL DeMAY
Photos by NICK GONZALES
Skagit Valley Herald

MOUNT VERNON — If there's one thing folks up and down the Skagit River know, it's salmon.

Whether they're out fishing for them or trying to save the fish's native habitat, people living along the river are tied to the salmon, according to the folks who organized a festival

Colleen Smiley, who coordinated this and last year's events, said she was happy to be able to put on the free event to help educate people about the river and its surrounding habitat.

"This is really special because of how it's bringing our community together," Smiley said. "All the conservation groups, people are having fun, the kids are having a blast. It doesn't get any better."

Almost every booth had



Francis the salmon on Saturday during the Skagit River Salmon Festival. Festival director Colleen Smiley said 30 conservation groups were present and she anticipated about 5,000 people would attend, around 2,000 more than last year.

some kind of educational game or demonstration aimed at attracting kids to learn about salmon, the Skagit River and the habitat around it from its mouth all the way up into the Cascades.

Christine Scheele, with Washington Wild of Seattle, was

spreading the word about the group's Cascades Wild campaign to protect the headwaters of rivers that often begin on the west slopes of the North Cascades. She said the size of this event surprised her.

"The conservation aspect is much bigger than I expected,"

that are natural partners."

Though only half-way through this year's event, Ertel said he expected to go bigger next year.

"There's opportunity for this to be a big event," he said. "All the partners have committed to the long run and want to see this thing continue."

Beyond spreading information about conservation, the day also included a silent auction for artistically painted rain barrels, pony rides and a beer garden.

Smoking train blocks traffic at MV crossing

By DANIEL DeMAY
@Daniel_SVH

A train engine caught fire Friday evening, blocking traffic for at least an hour at the Blackburn Road and South Second Street crossing in Mount Vernon.

Mount Vernon Fire Chief Roy Hari said the second of four engines started smoking from the cab as the third-mile-long southbound Burlington Northern Santa Fe train passed through Burlington error has been made, please call Editor Colette Weeks at 360-416-2132.

CONTINUE THE CYCLE — PLEASE RECYCLE THIS NEWSPAPER

REGION BRIEFLY

Compiled from staff reports and news services

PSE plans night closure of Highway 20 in Sedro-Woolley

Puget Sound Energy plans to close a section of Highway 20 in Sedro-Woolley between Ferry and F&S Grade roads from 7 p.m. to 6 a.m. Tuesday, Sept. 10, to complete the removal of the abandoned high voltage conductors. PSE and other utilities have been relocating overhead utility lines as work continues on the SR20/Cook Road Realignment Project.

OLYMPIA

Family sues business partner after tractor death

The Rochester family of a 3-year-old who died when he was run over May 26, 2011, by a tractor being driven by his 7-year-old brother is suing a former business partner for failing to supervise the children.

The Olympian reports the wrongful death lawsuit has been filed by Christopher and Randi Decker in Thurston County Superior Court. It names Jacob Huff and his wife as defendants.

The younger boy had been riding on the tractor when he fell off and was run over.

DEPARTMENT OF DEFENSE DEPARTMENT OF THE NAVY

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Skagit Valley Herald

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HOW TO REACH US

President and Publisher Heather Hernandez
360-416-2100
hhernandez@skagitpublishing.com

Editor Colette Weeks
360-416-2132
cweeks@skagitpublishing.com

News Department 360-416-2160

Sports Department 360-416-2133
sports@skagitpublishing.com

Photo Department 360-416-2152
sterrell@skagitpublishing.com

Features Department 360-416-2135
features@skagitpublishing.com

www.goskagit.com

Educational Services (NIE)

360-416-2182
nie@skagitpublishing.com

Letters to the Editor
letters@skagitpublishing.com

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South Whidbey Record

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IN THE SUPERIOR COURT OF
THE STATE OF WASHINGTON
COUNTY OF ISLAND
AFFIDAVIT OF PUBLICATION

In the Matter of Public Meeting _____

STATE OF WASHINGTON
SS.
COUNTY OF ISLAND

The undersigned, being first duly sworn, on oath deposes that she is principal clerk of the **WHIDBEY NEWS-TIMES/SOUTH WHIDBEY RECORD** a bi-weekly newspaper. That said newspaper has been approved as a legal newspaper by the Superior Court of Island County and it is now and has been for more than six months prior to the date of publication herein after referred to, published in the English language continually as a bi-weekly newspaper in Island County, Washington, and it is now and during all of the said time was printed in an office maintained by said newspaper.

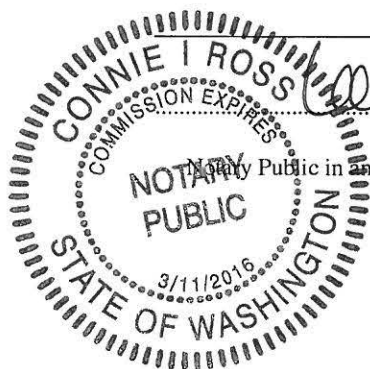
That the annexed is a true copy of all advertisement, with publication dates, as it was published in regular issues (and not in supplemental form) of said newspaper commencing with the issue of

November 23, and ending with the issue of November 30, 2013

That said newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is the sum of \$ 1345.68

..... Liane Mothers

Subscribed and sworn to me this 13 day of December 2013



..... Connie I Ross

Notary Public in and for the State of Washington Residing at Oak Harbor
WHIDBEY NEWSPAPER GROUP
P.O. BOX 1200
Coupeville, WA 98239

More letters

LETTERS

CONTINUED FROM A6

free-loading corporations and the mega rich for another time — is basically approval of the drying up of such federal funding as Fred and the Regional Transportation and Planning Organization were able to obtain.

If we collectively want to sustain and perhaps even improve our standard of living here on Whidbey Island, we had better get busy and rid the U.S. Congress of those who seek the opposite.

GENE KOFFKIN
Clinton

Park plan

Don't forget special needs at parks

Editor,

I read with interest that Langley's Parks and Open Space Commission is planning an upgrade to Generation Park/Playground. In these days of iPads, electronic games, TV, movies and so many tempting static play options, it is wonderful to watch children playing outside in a well-kept playground. I commend the commission for its work and commitment to the community.

I would like to encourage them to provide "play for all" in all playgrounds. There is nothing sadder than seeing a special needs child visit a playground where there is nothing they can use. A good beginning would be the inclusion of at least one adaptive swing in each playground. This swing can be used by a disabled child but also by a child too small for many swings. There is a wide variety of adaptive-play equipment which can be

used and enjoyed by all children. Realizing that funding is always an issue, I would encourage the commission to explore one of the many grant opportunities for adaptive play.

LYNN NORMAN
Langley

Economic forum

Forum needs more than planning

Editor,

When I read that Langley was forming another committee to look for ways to increase business I was reminded of a Yogi Berra quote, "It's like deja-vu, all over again."

It has been said that a camel is a horse designed by a committee. This is the same group that has held countless meetings, study groups, focus groups or whatever the buzzword of the day is and all we end up with are more camels.

Where has it gotten Langley or South Whidbey? Clinton businesses that wanted to survive have retreated to Ken's Korner where the synergy of shared traffic has paid off. Lower Clinton has become a ghost town, the result of several people making a living pushing Clinton as a tourist stop.

It is not that difficult to bring tourists to Langley and Whidbey. After all we live in one of the most beautiful places around and are a short drive for a huge number of people looking for a respite from city life. What is sorely lacking in every group, committee or government entity that has announced "we have a solution" is a long-term strategy that ties many businesses together so all prosper.

Another concept that I have been pushing for years is statistical record gathering and targeted marketing.

Folks, this is Business 101

but seemingly a foreign concept here. I pushed for years for the Port of South Whidbey to demand proof that grant money, tax dollars, was spent to actually bring new business to Whidbey. Two years ago they wrote new rules for grants asking for this data. What happened? Only one group, the Farm Tour, actually gathered such data but the port happily doled out our tax dollars anyway. Understanding and integrating demographic information from every event is not difficult but vital. Sharing this data island-wide is also key to understand who visits, why they come, would they come back and if not, why.

These committee groupies seem happy to see Whidbey as a summer-only destination with no desire to tie in every business together.

Whidbey should and can be a year-round destination for visitors. I believe we need to brand Whidbey as "Whidbey for All Seasons, Where Memories are Made and Traditions are Born." An island wide strategic plan is simple and in less than two years could double the visitors year round. This would provide jobs and most importantly sales tax revenue to bolster our shaky county budget.

None of this is new and one only needs look at Disneyland and how they approach visitors and the customer experience here. The long ferry lines are a potential down side to visit the island, but simple changes would change a negative to a positive experience. Portable toilets at several locations along the line would be a blessed relief to many. Having entertainers at safe places along the wait lane would make it a fun time for everyone and especially families with children. The ideas and possibilities are endless.

It is time to recruit people

with fresh ideas and give them the ability to implement them — not just schedule another meeting, decide who will bring refreshments or form another blue ribbon committee.

ED JENKINS
Clinton

OLF debated

Anti-airstrip group won't quit now

Editor,

The Navy has announced it will prepare an Environmental Impact Statement, or EIS, on the addition of yet more new planes at Whidbey Island Naval Air Station, as well as "baseline operations at NASWI and OLF Coupeville."

The key words are "baseline operation." Very clearly, as those words pertain to our federal suit, they do not include EA-18Gs at Naval Air Station Whidbey Island, or NASWI. The Citizens of Ebey's Reserve's, or COER's, suit addresses the impacts of the decision to bring the Growlers to NASWI in the first instance, the subject of the seriously flawed 2005 Environmental Assessment. Our position very clearly is that "baseline

operations" do not include the operation of the Growlers at NASWI.

A bit of history is helpful. In 2005, the Navy proposed stationing the Growlers at NASWI. They prepared a fraudulent environmental assessment, the 2005 Environmental Assessment, claiming the jets at Outlying Field would be less loud than the EA-6Bs they were replacing and they would be flying fewer operations at Outlying Field, or OLF, both blatant misrepresentations.

We all know now that the Growlers are louder and that flight operations steadily increased at OLF until they were up over 300 percent in 2012 and well on their way to even a larger number of operations in 2013 until we filed the federal suit and they shut down for the remainder of 2013.

Using their fraudulent 2005 assessment, the Navy claimed there were no impacts from the transition to the Growlers and made the decision to base them at NASWI. This environmental assessment and decision is what we challenge now in Federal Court. The Navy is trying to bootstrap the Growlers into "baseline opera-

tions," as if their existence at NASWI is a foregone conclusion and part of the status quo. Wrong. Our suit challenges the flawed assessment and the decision to bring the Growlers to NASWI in the first instance.

While the notice of intent to do an environmental impact statement has been filed by the Navy, the process is just beginning. The scoping of the EIS is the next big round of activity and we are very well poised and prepared to weigh into that process in a big way with our capable attorneys and expert witnesses.

We will be insisting that the Navy go back to that much earlier decision in 2005 to bring the Growlers to NASWI. We will not be dismissing our lawsuit until the Navy complies with the law in every detail.

COER will also be seeking injunctive relief to prevent any use of OLF until a full disclosure is made in the EIS of all impacts upon humans, animals, the environment, the Ebey's Reserve, property values, etc. with a scientifically and truthfully researched EIS under the watchful eyes of the courts and COER.

KEN PICKARD,
chairman
COER

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More letters

FELTONS

CONTINUED FROM A6

ers are in the checkout line, staff have been trained to immediately open another line.

Going to a wedding? Step to the front end of the store and after asking you two or three questions about the couple, Tamar will pick out the perfect gift. Her staff are all ready to do the same. You will leave the store with a beautifully wrapped gift in no time.

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MARILEE SELIGSON
Langley

Rebuttal

Navy commander forgot sworn duty

Editor,

The viewpoint article published in the Aug. 21 edition of The Record by retired Navy Cmdr. William Simons is a little disturbing.

He stated "that anyone who, through words or actions, endangers my friends or comrades-in-arms is the enemy."

With due respect, I would like to point out to Simons that the enemy was always defined for him by his superior officers and ultimately

the President of the United States and as a United States naval officer, he was never given the authority to choose who his enemy was or is.

His job was to follow orders, ostensibly to safeguard the people of the United States and their freedoms, among which is the freedom to have and express opinions and to take peaceful action to resolve disputes.

In the discussion of the OLF operations, I am sure no one outside of the lunatic fringe on either side wishes harm to members of our armed forces. We know we need to keep our pilots current and in practice. But jet noise is very loud and disturbing especially under the departure path of those Navy jets. So I believe the people who live around OLF are simply asking that the Navy provide such training and practice facilities elsewhere. That is their right and if the Navy does not give them satisfaction, it is also their right to sue.

Commander Simons, you were sworn to protect that right and, I believe, did so for 30 years. Our military is not charged with protecting its own. It is charged with protecting the citizens of the United States and their constitutional freedoms.

Defining people with a different opinion does not warrant them becoming the

enemy. I respect his opinion and agree, at least in principle, with his intent. Then, I do not live under the flight path. I disagree adamantly with the threatening tone of his viewpoint. That is not the Navy I know and trust.

GHERRY J. TAYLOR
Freeland

Syria

Violence not the answer in Syria

Editor,

In the past decade the United States has engaged in two largely unsuccessful military interventions in Iraq and Afghanistan at a considerable cost of money, lives, and international respect. The American people are now asked, through their Congressional reps, to support yet another potentially disastrous military intervention in Syria with equally clouded rationale, purpose and goals.

We oppose this proposed military intervention.

The reports of the atrocities committed against the people of Syria, particularly the recent allegations of the use of chemical weapons, are horrendous.

While we strongly denounce the use of chemical weapons, we also believe that we cannot respond with violence. A unilateral U.S. attack on Syria, even limited, will introduce further

instability, fear, and violence into the already tumultuous situation.

There are people on both sides of the conflict, as well as other international powers, who oppose the use of American force.

Voices from religious and political leadership here and abroad, as well as millions of people of faith and good will throughout the world, have affirmed that the path of dialogue and negotiations among all components of Syrian society, with the backing of the international community, is the only option to end the conflict and the violence that each day cause the loss of so many human lives, most of all among the defenseless population.

On behalf of the Whidbey Island Friends Meeting we strongly urge our fellow citizens to advocate against military intervention in Syria by contacting Congressman Rick Larsen, Sen. Maria Cantwell and Sen. Patty Murray and ask them to choose sustainable peace efforts through diplomacy.

The use of military might may seem to be more immediately satisfying, but our Quaker experience is that

the slower process of non-violent engagement has historically proven to better address and ameliorate complicated foreign affairs by providing for human rights and the primary needs of the people caught in the tragedy and aftermath of war.

To allow us to discuss the Syrian situation as a community, the Whidbey Island Friends Meeting (Quakers) are organizing a dessert fundraiser at the Trinity Church Hall Annex in Freeland for this Sunday evening, Sept. 8, 7-9 p.m.

All are welcome. This gathering will also be an opportunity for us as individuals and as a community to petition our Congressional representatives.

TOM EWELL
Clerk
Whidbey Island Friends Meeting

COLUMN

CONTINUED FROM A6

north end of the island.

To this day, I have no idea about Wallie's personal politics. I don't know whether he is Republican or Democrat.

It never mattered.

Any conversations we had about politics always centered around a candidate's character and ethics, and whether they were truly the best choice to represent the people of Whidbey Island.

For me, Wallie's ability to remain above the fray, focus on what's best for the community and take the path that he believed to be right is a valuable lesson for all community newspaper publishers.

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WAR IS NOT THE ANSWER

As members and attenders of the Whidbey Island Friends Meeting (Quakers) we believe that war is not the answer in Syria. We acknowledge the call to respond to the horrendous spectacle of innocent people killed by chemical agents but we oppose military intervention. We believe that we can best support and build long-term bonds with the people of Syria by allocating food, water, shelter and medical care for Syrian refugees, as a huge percentage of the country is currently displaced, and by increasing diplomatic efforts and international peacekeeping.

The following have provided permission in writing to be signatories on the ad:

Tom Ewell	Jeanne Strong	Bob Kuehn	Jim Hyde
Cathy Whitmire	Karin Watson	Roger Bennett	Mary Jane Miller
Sue Ellen White	Jim Hall	Emma Bennett	Sarah Schmidt
John Goertzel	Christine Betz Hall	Jim Sundberg	Susan Prescott
Toni Grove	Isaac Hall	Rebecca Sundberg	Sharon Daloz Parks
Kate Davies	Gayle Austin	Lance Porter	Larry Parks Daloz

Friends will be hosting a dessert fundraiser for Syrian refugees and a community forum on the Syrian situation this coming **Sunday evening, September 8, at the Trinity Church Annex in Freeland from 7-9 pm** to express our concerns and petition our Congressional representatives. Please join us.

Paid for by the Whidbey Island Friends Meeting (Quakers)
Tom Ewell, Clerk
(360) 341-1457

Whidbey Examiner

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IN THE SUPERIOR COURT OF
THE STATE OF WASHINGTON
COUNTY OF ISLAND
AFFIDAVIT OF PUBLICATION

In the Matter of Public Meeting _____

STATE OF WASHINGTON
SS.
COUNTY OF ISLAND

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That the annexed is a true copy of all advertisement, with publication dates, as it was published in regular issues (and not in supplemental form) of said newspaper commencing with the issue of November 28 and ending with the issue of November 28, 2013.

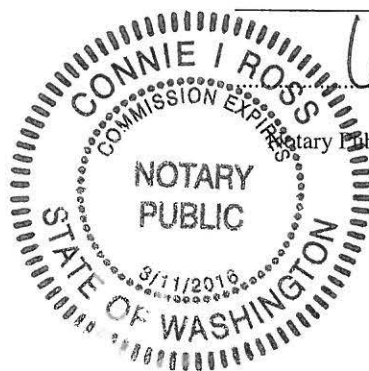
That said newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is the sum of \$ 189.00

Marianne L. Mothers
.....

Subscribed and sworn to me this 13 day of

December 2013

Connie I Ross
.....



Notary Public in and for the State of Washington Residing at Oak Harbor
THE WHIDBEY EXAMINER
P.O. BOX 1200
Coupeville, WA 98239

Group forms to save historic Coupeville house

By Megan Hansen
Editor

In a town filled with historic treasures, some are out for the world to see while others are hidden in plain sight.

Amongst the hustle and bustle of downtown Coupeville, lies a hidden gem within the historical community.

The Haller House, located on the corner of North Main and Front streets, hides behind tall trees and overgrown shrubbery.

It has been uninhabited since 2006 and still maintains most of its historic integrity.

Put on the market in 2012, a group of Whidbey history lovers formed a group with hopes of purchasing the home and turning it into a

public museum.

Historic Whidbey is planning an open house to help raise money for the purchase. The open house will be 10 a.m. to 5 p.m. Saturday, Sept. 21 in the lot between the home and Cook's Corner Park.

The open house will include small tours inside parts of the house, informational displays and Mike Vouri of San Juan Island National Historical Park will speak on the colorful military history in the 1850s, from the Treaty Era through the Pig War and Civil War – a little-known history in which Granville Haller played a significant role.

Lynn Hyde, who works for Ebey's Reserve, took on the project outside of her 9 to 5 job.

With the help of for-

mer reserve historic architect Annie Matsov, Hyde and Matsov nominated and successfully had the house named to a list of Most Endangered Properties in Washington state.

Working with the current homeowner, the group has halted the house from going back on the market until Nov. 1.

"We're hoping we can raise enough to establish a lease-to-own," Hyde said.

Hyde said they hope to raise between \$45,000-\$50,000 by November.

The house was previously on the market for \$475,000, but the group and homeowner have not established a sale price.

The group has brought in historic architects and historic landscapers to assess the property's historic standing.

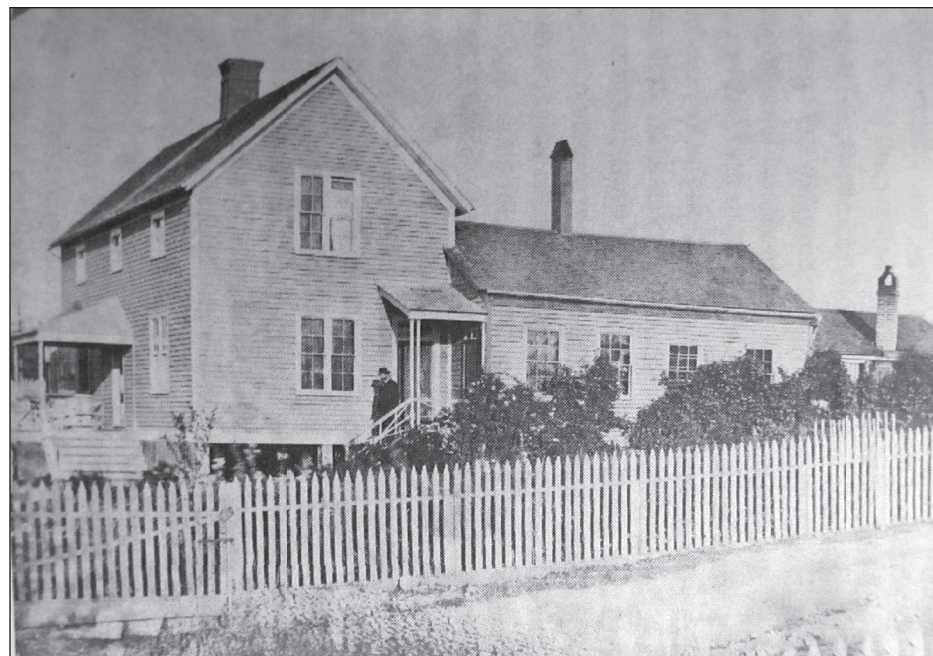


Photo provided

An undated photo shows Colonel Granville O. Haller outside his Coupeville home. He left the area in 1879 and his house still stands.

"We don't have any way of knowing what it's going to cost (to preserve)," Hyde said. Built in the 1866, the group hopes to restore the house to its original appearance.

The group also has the sponsorship of the Washington Trust for Historic Preservation, enabling them to launch their capital campaign. Any funds will be filtered through the trust.

Colonel Granville O. Haller himself was a significant figure in the Euro-American settlement of the Pacific Northwest.

In a town of sea captains and farmers, his story is

unique in Coupeville's early chronicles. Sent to the Pacific Northwest by the U.S. Army during Washington's treaty period in the 1850s, he later was a player in in the "Pig War" (the last boundary dispute with Great Britain on the West Coast) and the Civil War, where he served with the Union Army, most notably in the battle of Gettysburg.

After the Civil War, Haller returned to the Washington Territory and, after buying a parcel of land from Capt. Thomas Coupe, he opened one of the earliest mercantile establishments on Front Street.

As Island County Treas-

urer and founder of Masonic Temple #15, Haller was an active participant in the early growth of Coupeville.

Over 150 years, different generations have lived in the home. It has a single toilet and a kitchen sink. It also has limited electrical.

"The idea is to turn it into a museum focusing on the elements of the region when Haller was living here," Hyde said.

The focus of the proposed museum is not represented in any other museums in the area, she said.

For more information go to www.historicwhidbey.org

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DEPARTMENT OF DEFENSE

DEPARTMENT OF THE NAVY

Notice of Intent to prepare an Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island, Oak Harbor, Washington.

The U.S. Department of the Navy (Navy) announces its intent to prepare an Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island, Oak Harbor, Washington. The EIS will evaluate the potential environmental effects associated with ongoing EA-18G Growler airfield operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF) Coupeville, including the proposed introduction of two additional expeditionary squadrons and the addition of aircraft to the Fleet Replacement Squadron (FRS). In 2005 and 2012, the Navy prepared environmental analyses pursuant to the National Environmental Policy Act (NEPA) for the replacement of the EA-6B Prowler aircraft with the newer EA-18G Growler aircraft at NAS Whidbey Island.

The scoping process will be used to identify community concerns and local issues to be addressed in the EIS. Three open house information sessions will be held between 4:00 p.m. and 8:00 p.m. on the following dates:

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Whidbey News Times

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IN THE SUPERIOR COURT OF
THE STATE OF WASHINGTON
COUNTY OF ISLAND
AFFIDAVIT OF PUBLICATION

In the Matter of Public Meeting _____

STATE OF WASHINGTON
SS.
COUNTY OF ISLAND

The undersigned, being first duly sworn, on oath deposes that she is principal clerk of the **WHIDBEY NEWS-TIMES/SOUTH WHIDBEY RECORD** a bi-weekly newspaper. That said newspaper has been approved as a legal newspaper by the Superior Court of Island County and it is now and has been for more than six months prior to the date of publication herein after referred to, published in the English language continually as a bi-weekly newspaper in Island County, Washington, and it is now and during all of the said time was printed in an office maintained by said newspaper.

That the annexed is a true copy of all advertisement, with publication dates, as it was published in regular issues (and not in supplemental form) of said newspaper commencing with the issue of

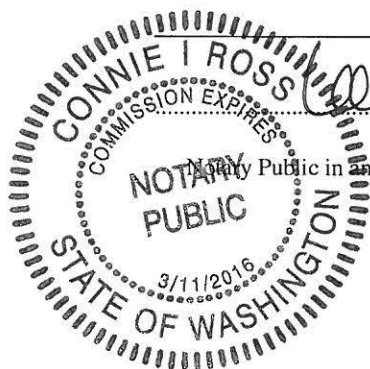
November 23, and ending with the issue of November 30, 2013

That said newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is the sum of \$ 1345.68

..... Liane Mothers

Subscribed and sworn to me this 13 day of

December 2013



..... Connie I Ross

Notary Public in and for the State of Washington Residing at Oak Harbor
WHIDBEY NEWSPAPER GROUP
P.O. BOX 1200
Coupeville, WA 98239

Element nightclub forced to close its doors

New owner applies for liquor license despite city opposition

By JANIS REID
Staff reporter

The Element's liquor license was officially revoked Wednesday, Sept. 4 by the Washington State Liquor Control Board effectively ending business at the troubled night spot.

Citing specific incidents of over-serving alcohol and serving to minors, the owners of the Oak Harbor night spot must surrender their liquor license paperwork within 30 days, according to court documents.

"It was never the objective to close the business

down," said Oak Harbor Police Chief Ed Green. "Businesses need to prosper. But there are laws that need to be followed, and when they started to deplete city resources, we need to look at how we can do things better."

According to city incident reports, the business has a history of disruptions and violence.

In a memorandum to the mayor last year, Green wrote that city officials should consider revoking the Element's nightclub license based on a series of violent incidents associated with the club, as

well as the owner's failure to follow a series of conditions of the license.

The club has also been the source of a multitude of noise complaints from nearby condo residents.

Meanwhile, Jennifer Olsen, a former employee and manager at Element, has applied for a new liquor license at the same location, but under the moniker Infusion Lounge, according to correspondence with the state Liquor Control Board.

Green said he has discussed the issues at the Element, which need to be addressed by Olsen before the city will agree to allow another night club there.

The City of Oak Harbor filed a letter of opposition to the Liquor Control Board

stating that it does not want the same type of business open at that location.

"It is an obvious concern from the City of Oak Harbor, the police department and its residents that the persistent chronic noise, crime and violent criminal activity will continue and it will be 'business as usual,'" said the five-page letter.

The letter was signed by Mayor Scott Dudley.

"So I, as mayor of Oak Harbor, and the Oak Harbor Police Department, oppose the issuance of a liquor license for the Infusion Lounge, LLC (operated by Jennifer Olson). There is a concern the past behavior will continue under the auspices of a new owner."

In a Sept. 2 email to

the Liquor Control Board responding to the mayor's concerns, Olson said "in all honesty, I have seen the issues and the problems, and have wanted to change the way the business was ran."

Olson said she plans to replace staff, increase security, provide better training and other improvements to the previous operation.

"All said and done, I am more than willing to completely cooperate with the Oak Harbor Police Department and the City of Oak Harbor officials. I am completely willing to comply with all laws and regulations at all times. I am completely willing to seek help and assistance of law enforcement before there are problems,

and to keep communication open to ensure all issues are resolved properly."

Even if Olsen is awarded a liquor license from the state, she still must convince the Oak Harbor City Council to award her a local night club business license.

According to court documents, on or about Oct. 13, the staff at the Element allowed at least one person under the age of 21 to enter and remain in the club.

On or around Dec. 30, the documents stated, Element staff served alcohol to at least one apparently intoxicated person.

At least one employee was cited for not maintaining the proper liquor serving permit.

City council approves marijuana moratorium

By JANIS REID
Staff reporter

The Oak Harbor City Council passed a six-month moratorium on the opening

of both recreational and medical marijuana businesses.

Neither measure affects existing medical marijuana dispensaries.

Development Services Director Steve Powers recommended the six-month moratorium on both medical and recreational ventures

to give city planners time to study the issue.

Powers noted that the state Liquor Control Board is still developing regulations, which are expected to be released by mid-October.

At the end of the six months, the council has the option of extending the moratorium for another six months.

While saying she understands the need to place a moratorium on recreational marijuana, Councilwoman Tara Hizon questioned the need to halt future medical marijuana operations since it has been legal in this state for some time.

Powers said that a lot of local municipalities "chose to wait and see what would happen with I-502," the recreational marijuana initiative that was approved by voters, and then address the two similar issues together.

The law created by I-502 comes with many restrictions, including the requirement that marijuana-related businesses be no closer than 1,000 feet from schools, playgrounds, parks, child care facilities, transit stations, libraries and arcades.

Other than these requirements, the law leaves zoning and land use decisions up to local jurisdictions.

Councilman Bob Severns asked when staff would map perimeter regulations.

Powers said that would be "step one" for the staff because it will inform the council's decisions on land use and regulation.



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DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY

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Support your Oak Harbor businesses!

Picnic honors military service



Photos by Janis Reid/Whidbey News-Times

Armed services supporters turned out for Oak Harbor's annual Military Appreciation Picnic Saturday.

By **JANIS REID**
Staff reporter

A little rain couldn't dampen the support for the armed services Saturday.

Despite some morning drizzle, Oak Harbor's 13th annual Military Appreciation Picnic at Windjammer Park saw steady traffic from area military families and supporters.

Attendees enjoyed free hotdogs from 7-Eleven, frozen yogurt from Toppins, a pulled pork meal and other donations of time and products from Coupeville and Oak Harbor businesses and individuals.

Capt. Mike Nortier, commanding officer for Whidbey Island Naval Air Station, expressed his gratitude from the Naval community Monday for the ongoing support and partnership of Oak Harbor.

"The picnic is one small token of the community support," Nortier said. "Oak Harbor and Naval Air Station Whidbey Island enjoy an enduring sense of community partnership, which can be seen daily across the city from support in the Oak Harbor school system for military families and deploy-



Old Glory flies at the Military Appreciation Picnic in Oak Harbor Saturday.

ments, to the dramatic outpouring of support from the community following the loss of three crew members in March, to sailors and their families volunteering and supporting charities and civic events throughout the year."

Nortier stressed the need for the island to continue to think and operate as a team.

"Team Whidbey is not just a motto, but a spirit that we all live and breathe, whether military or civilian," Nortier said. "On behalf of a grateful Navy, Naval Air Station Whidbey Island and all of

our sailors and their families, I would like to thank the community for the Military Appreciation Picnic."

The event is put on by the Navy League each year to bring the community together and remind them that Oak harbor is not two communities, but one, said Oak Harbor Navy League President Jim Slowik.

Slowik, who helped plan the event, said that the weather "slowed picnic goers," but the skies opened up just in time for a great event made possible by more than 100 volunteers.

"It's important in a lot of ways," Slowik said. "It's the glue that fills between the spaces. This community is truly a combined community of Navy and civilian."

"The picnic is a good way to show that."

Oak Harbor Chamber of Commerce Executive Director Kathy Reed said the community response to the event was "fantastic."

Reed said there was plenty of food left over to go to the North Whidbey Help House, and water will be kept for future charitable organizations.

Toppins Frozen Yogurt donated more than \$1,200 worth of yogurt to the event, Reed said.

"Attendance was down due to the morning weather, but overall the event was well attended," Reed said. "Everyone had a great time, food was delicious and we couldn't have asked for a better day. We wanted to let the military know how important they are to us."

To involve Coupeville residents in the picnic, Shelli Trumball, of Cascade Insurance on South Main Street, led the charge to acquire water, juice and soda for the event.

The City of Coupeville has taken some flack in recent months after a Coupeville-area citizens group filed a lawsuit against the Navy protesting the jet noise at Outlying Field Coupeville.

Trumball said she and other Coupeville businesses joined forces with local chambers of commerce to show their support for the Navy.

"Not everyone in Coupeville is against the military or OLF," Trumball said.

"This is our way of showing our support."

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Public Meeting Materials

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Welcome

Scoping Meeting

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



Open House Public Scoping Meetings – 4:00 pm to 8:00 pm

Tuesday December 3, 2013	Coupeville High School, Commons Area 501 South Main Street, Coupeville, WA 98239
Wednesday December 4, 2013	Oak Harbor High School, Student Union Building 1 Wildcat Way, Oak Harbor, WA 98277
Thursday December 5, 2013	Anacortes Middle School, Cafeteria 2202 M Avenue, Anacortes, WA 98221

What's Inside:

- Welcome
- Introduction: Public Scoping
- The EIS Process
- The Growler at NAS Whidbey Island
- Proposed Action
- Aircraft Noise
- Public Involvement Process
- Notes Pages

Please Sign In

Scoping is your opportunity to provide comments to help us focus our analysis.

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





Welcome

Welcome

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

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

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

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

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

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

Introduction

Public Scoping

Thank you for attending today's public scoping open house.

The proposed action will include the addition of two Growler expeditionary squadrons (10 aircraft) and the addition of three Growler aircraft to the training squadron. The Navy will prepare an EIS to evaluate the potential environmental effects of this proposal. Navy representatives are here today to explain the proposed project, answer questions, and describe the environmental impact analysis process and related timeline. An area has been set aside to provide you with an opportunity to write and submit your comments, or to speak with a stenographer who will record your comments.

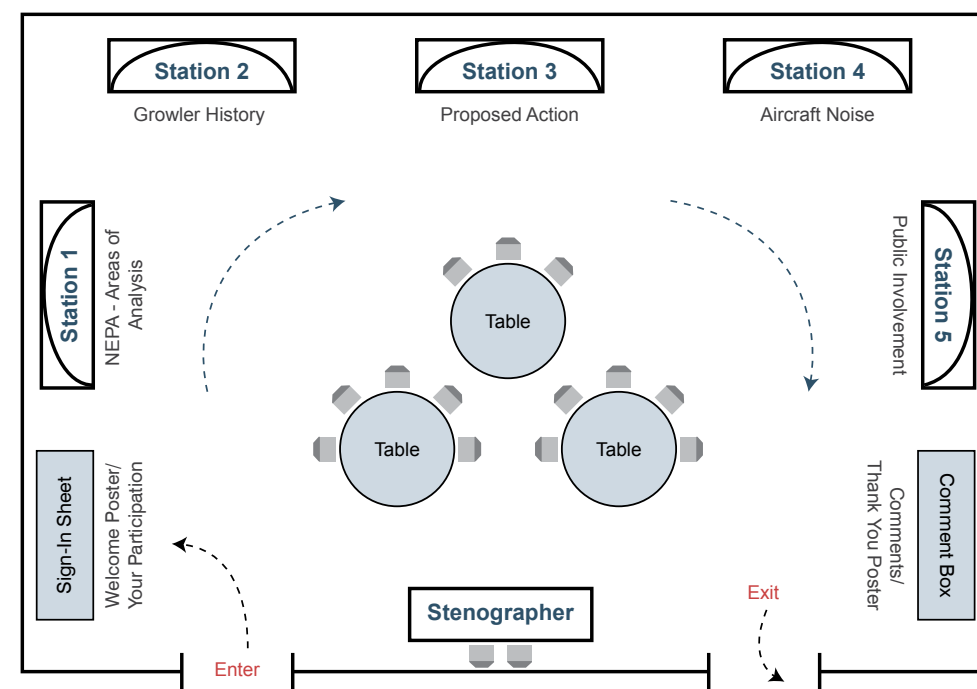
What Is the Purpose of This Public Scoping Meeting?

Scoping is an early and open process where the public is invited to help identify issues to be studied in the EIS. The purpose of this scoping meeting is to inform you about the proposed project, explain the National Environmental Policy Act (NEPA) and the associated environmental impact analysis, and solicit your comments and concerns related to the proposal.

Scoping is an early and open process where the public is invited to help identify issues to be studied in the EIS.

Please review the displays located throughout the open house, talk with our representatives, and then provide us with your comments. You may also take a comment sheet home with you and mail your written comments to us through the end of the scoping period (January 3, 2014). The approximate layout of the room is shown below.

General Room Layout for Open House Public Scoping Meeting, 4:00 – 8:00 pm
(Actual layout may be different)





The EIS Process

Why Is the Navy Preparing an EIS?

As part of our compliance with NEPA, the Navy is conducting an evaluation of the potential environmental effects of the proposed project. NEPA is the national charter for promoting productive harmony between humans and the environment and minimizing the impacts of federal actions. This law requires all federal agencies to consider potential environmental impacts of their proposed actions and reasonable options in making decisions about those actions. Public involvement is an essential part of the process. With public involvement and environmental analysis, the NEPA process helps the Navy arrive at the best possible informed decision.

NEPA requires that all federal agencies consider the environmental impacts of any major proposed projects.

Informed decisions are based on a candid and factual representation of environmental impacts. These facts come from collecting information on the areas and resources affected by the proposal and then identifying the type and extent of potential impacts resulting from the proposal.

For this project, the Navy will analyze potential impacts to noise, air quality, safety, land use and compatibility, socioeconomic, community services, transportation, biological resources, cultural resources, and hazardous materials and waste, among other resources. Numerous federal laws and regulations govern the protection and preservation of environmental resources. The Navy strictly

Informed decisions are based on candid and factual presentation of environmental impacts.

adheres to these laws and regulations, such as the Endangered Species Act, Clean Air Act, and Clean Water Act, among others. The EIS will evaluate direct and indirect impacts, and will account for cumulative impacts from other relevant activities near the installation. Measures that could avoid or mitigate environmental effects will also be analyzed.

Public Involvement in the EIS Process

The Navy invites public participation during the scoping process to help understand community-specific issues and concerns regarding the proposed action. We expect to receive scoping comments from interested individuals; business and community leaders; federal, state, and local officials; Native American tribes and nations; regulatory agencies; and non-governmental associations.

No decisions about the proposal have been made because the impact analysis has not yet started. Scoping comments will help the Navy determine the issues and concerns to analyze in the preparation of the Draft EIS.

The public will have a second opportunity to participate in the NEPA process after publication of the Draft EIS. The release of the Draft EIS and the opening of the Draft EIS comment period will be announced in a newspaper that serves your area, and additional meetings will be held to receive comments on the report. All comments on the Draft EIS will be addressed in a Final EIS.



The EIS Process



National Environmental Policy Act Areas of Analysis

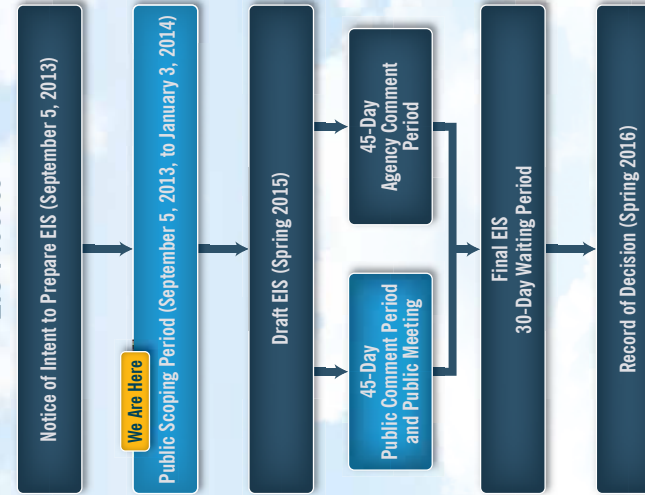
Your scoping comments will help us focus our study.

National Environmental Policy Act (NEPA) Process

- NEPA is the national law that requires all federal agencies to evaluate potential environmental impacts of any major actions they may propose and to inform and involve the public in the decision-making process
- Scoping is an early and open process through which the public is invited to help identify issues to be studied in the Environmental Impact Statement (EIS)
- We are early in the process, and your input during the expanded public scoping period will assist the Navy in identifying key environmental concerns that need to be evaluated in the Draft EIS
- ✓ Expanded public scoping period extends from September 5, 2013, to January 3, 2014
- Findings will be published in the EIS, which will describe:
 - ✓ Purpose and Need
 - ✓ Proposed Action and Alternatives
 - ✓ Existing Conditions
 - ✓ Evaluation of Impacts
- A Draft EIS will be made available for public review and comment before any decision is made or actions taken



EIS Process



What Is Important to You?

- Noise**
 - Ault Field, OLF Coupeville, and surrounding communities
- Community**
 - Land use compatibility
 - Economic effects
 - Potential growth
- Airfields and Airspace**
 - Number of aircraft operations and flight paths
 - Civil aviation impacts
- Air Quality**
 - Aircraft, maintenance, and vehicle emissions
- Safety**
 - Aircraft and maintenance operations
 - Hazardous and toxic materials and waste
- Biological and Natural Resources**
 - Protected, threatened, and endangered species
 - Wildlife and vegetation
 - Water quality, stormwater
- Cultural Resources**
 - Historic structures
 - Archaeological resources



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



The Growler at NAS Whidbey Island

NAS Whidbey Island

NAS Whidbey Island is an integral part of Whidbey Island and the area community. It is the only center of excellence for electronic combat warfare training (electronic surveillance and attack) and is the home of all Navy electronic attack (VAQ) squadrons in the United States. NAS Whidbey Island has supported the VAQ community for more than 30 years. Growler operations began at NAS Whidbey Island in 2009. The Navy is currently replacing the aging Prowler with newer Growler.

The VAQ aircraft deploy on both land (expeditionary squadrons) and on aircraft carriers (carrier-based squadrons). Additionally, NAS Whidbey Island has a training squadron that provides training to pilots before they join their squadrons.

Carrier squadrons conduct field carrier landing practice (FCLP), a graded flight exercise that trains pilots for landing on aircraft carriers, at both Ault Field and OLF Coupeville. FCLP is conducted on a runway that is designed to simulate the flight deck on an aircraft carrier. OLF Coupeville is designed to simulate the experience of landing on a carrier and provides the most realistic training for landing on a carrier.



The Growler

The training and mission needs of the Navy have changed over time, and efforts to ensure appropriate environmental analyses continue to evolve as well. In 2005, the Navy evaluated the environmental impacts of transitioning carrier and training squadrons from the Prowler to the newer Growler aircraft. The 2005 Environmental Assessment (EA) analyzed 57 Growler aircraft replacing 72 Prowler aircraft, including the disestablishment of three expeditionary squadrons. In 2009, a Deputy Secretary of Defense memorandum directed the Navy to maintain the expeditionary VAQ capabilities indefinitely. As a result, in 2012, the Navy prepared an EA that analyzed retaining three expeditionary VAQ squadrons that operated the Prowlers and their transition to Growlers.



Additionally, the 2012 EA analyzed the relocation of a reserve Prowler squadron from Andrews Air Force Base and the transition of that squadron to Growlers at NAS Whidbey Island.

The Navy recently announced its intent to prepare an EIS to evaluate the potential environmental impacts of continuing Growler operations at Ault Field and OLF Coupeville and adding a total of 13 Growler aircraft to NAS Whidbey Island.

The Growler at NAS Whidbey Island



The Growler at NAS Whidbey Island

NAS Whidbey Island is home to all Navy electronic attack squadrons in the U.S.

NAS Whidbey Island's VAQ Community

- Home of all Navy electronic attack (VAQ) squadrons in the U.S. since 1970
- The Navy is currently replacing the aging Prowler with the newer Growler. The transition is expected to be completed in the 2015 timeframe.
- Three types of Navy VAQ squadrons:
 - ✓ Carrier-based squadrons, which deploy on aircraft carriers
 - ✓ Expeditionary squadrons, which deploy to land-based sites
 - ✓ Training squadron, which provides training to air crews before they join their squadrons
- Air crews require continuous training to maintain their skills
- Field Carrier Landing Practice (FCLP) is essential training to prepare for carrier landings
- Training relies on two airfields to support air operations, Ault Field and Outlying Landing Field (OLF) Coupeville
- ✓ OLF Coupeville provides realistic training for carrier landings



EA-18G Growler



EA-18G Growler, manufactured by Boeing

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



Proposed Action

What Is the Navy Proposing?

The Navy is proposing to add two expeditionary VAQ squadrons (10 additional Growler aircraft) and three additional Growler aircraft to the training squadron. The Navy is also proposing to continue and increase existing VAQ airfield operations at NAS Whidbey Island's Ault Field and OLF Coupeville. As a part of this proposal, the Navy would study the distribution of Growler operations between Ault Field and OLF Coupeville. The Navy would also construct and renovate facilities at Ault Field over a three-year period to accommodate additional aircraft and would station additional personnel and associated family members to NAS Whidbey Island and the surrounding community.

The EIS will evaluate the potential environmental effects of the No Action Alternative and one or more other alternatives related to different levels of operations.

- **No Action Alternative:** Provides a baseline for comparison and supports the level of annual Prowler and Growler operations analyzed in the 2005 and 2012 EAs.
 - Station up to 860 additional personnel at NAS Whidbey Island
 - Relocate approximately 2,150 family members to NAS Whidbey Island and the surrounding community
- **Operational Scenarios:** The Navy is developing action alternatives. Supporting air operations and noise studies are underway to inform the development of these alternatives.

Why Is the Navy Proposing This Action?

NAS Whidbey Island is the home of all Navy VAQ squadrons flying the Prowler and Growler aircraft in the U.S. The continued operations are required in order to support the Navy's electronic attack aircraft capabilities. The proposed action is needed to maintain attack operational readiness to support national defense requirements as specified in the United States Code (Title 10, Part 5062) and also to sustain and continue to support all other aircraft missions at NAS Whidbey Island.

NAS Whidbey Island manages two primary aircraft training fields, Ault Field and OLF Coupeville, which are often used simultaneously to safely and effectively handle air traffic. Both airfields are integral to the training-mission support provided by NAS Whidbey Island and will both continue to be operational in the future.

Ault Field, Oak Harbor, WA

- Primary airfield that supports multiple types of aircraft
- Two 8,000-foot intersecting runways

OLF Coupeville, Island County, WA

- Dedicated airfield to support FCLP and provides the most realistic training for landing on a carrier
- 5,400-foot runway that meets FCLP training requirements
- Allows for mission-critical training to occur at Ault Field



Ault Field



OLF Coupeville

Proposed Action



Proposed Action

The Navy is studying an increase in Growler operations at Ault Field and OLF Coupeville.

What Is the Navy Proposing?

- Add two new expeditionary electronic attack squadrons beginning in 2016
- Conduct more Growler operations and study the distribution of Growler operations between Ault Field and OLF Coupeville
- Construct and renovate facilities at Ault Field
- Station additional personnel and associated family members to NAS Whidbey Island and the surrounding community
 - ✓ Up to 860 additional personnel
 - ✓ Approximately 2,150 family members

Where?

Ault Field

- Primary airfield that supports multiple types of aircraft (P-3s, P-8As, Prowlers, Growlers, C-9s, MH-60s, and transients)
- Two 8,000-foot intersecting runways
- Arrival, departure, touch-and-go, and Field Carrier Landing Practice (FCLP) operations

OLF Coupeville

- Provides most realistic FCLP training
- Dedicated airfield to support FCLP requirements
- One 5,400-foot runway that meets FCLP training requirements
- Allows for mission-critical training to occur at Ault Field
- Crucial to training mission

EA-18G Growler History at NAS Whidbey Island

- **2005:** Environmental Assessment (EA) evaluated environmental impacts of a transition of carrier and training squadrons from Prowler to Growler aircraft and the disestablishment of three expeditionary squadrons
- **2009:** Growler began operation at NAS Whidbey Island
- **2012:** EA evaluated retaining three expeditionary squadrons and relocating a reserve expeditionary squadron to NAS Whidbey Island
- **Today:** Environmental Impact Statement (EIS) to evaluate adding two expeditionary Growler squadrons, conducting more Growler operations, and to study the distribution of Growler operations at Ault Field and OLF Coupeville.



Ault Field



OLF Coupeville



Aircraft Noise

Day-Night Average Sound Level (DNL) is the federal standard for determining community noise impacts.

Noise

- Unwanted sound that interferes with normal activities
- May diminish the quality of the environment
- Response to noise depends on many factors

Noise Modeling

- Computer Model
- Input Data
 - ✓ Aircraft type
 - ✓ Aircraft speed
 - ✓ Relative humidity
 - ✓ Number of operations
 - ✓ Terrain
 - ✓ Engine maintenance testing
 - ✓ Flight tracks
 - ✓ Temperature
 - ✓ Power settings
 - ✓ Altitude
- Noise contours are generated and presented on a map

Noise Zone Illustration



Change in Perceived Loudness	
1 dB	Requires Close Attention to Notice
3 dB	Barely Perceptible
5 dB	Quite Noticeable
10 dB	Dramatic... Twice or Half as Loud
20 dB	Striking... Fourfold Change

dB = decibel

Calculating Noise

Day-Night Average Sound Level (DNL)

- The average sound-level exposure, measured in dB, over a 24-hour period
- A 10-dB penalty is added to noise events occurring between 10 p.m. and 7 a.m.
- Used to determine long-term community response to environmental noise, particularly aircraft noise
- Depicted as a continuous line around a noise source (contour line)

Sound Exposure Level (SEL)

- Represents the total noise energy of a single event, such as a flyover, as if it occurred in one second

Comparison of Single-Event (Sound Exposure Level) Noise Levels by Aircraft Type in dB		
Operation Type	Altitude (Feet above Ground Level)	Growler
Take-off	1,000	123 dB
Landing	1,000	114 dB
Pattern (Field Carrier Landing Practice Ait Field)	1,000	114 dB
Pattern (Field Carrier Landing Practice Coupeville)	600	115 dB
		117 dB
		113 dB
		116 dB

dB = decibel

Prowler and Growler Noise

- Noise measurements show that Growler noise levels are similar to those of the Prowler.
- Noise levels vary depending on where you are in the flight pattern.
- The Growler is recognizable by the low frequency “rumble” of its jet engines.
- The Prowler is associated with a higher frequency sound of its jet engines.

The Draft Environmental Impact Statement (Draft EIS) will include a comprehensive noise study of NAS Whidbey Island operations and the potential impacts of the alternatives, using the latest in approved computer modeling and acoustical information.

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

What Is Noise?

Noise is defined as unwanted sound that interferes with normal activities.

The Draft EIS will include a comprehensive study of NAS Whidbey Island operations and the potential impacts of the alternatives. The study will use the latest approved computer modeling and acoustical information on the Prowler and the Growler. Once projected noise exposure levels are determined, they will be assessed for their potential to impact the natural and human environment.

How Is Noise Assessed?

The U.S. Environmental Protection Agency, Federal Aviation Administration, and Department of Defense (DoD) measure aircraft operational noise levels in decibels (dB) using two common metrics: the Day-Night Average Sound Level (DNL) and Sound Exposure Level (SEL).

DNL represents the average sound energy of events over a 24-hour period, with a 10-dB penalty added to night-time (10:00 pm to 7:00 am) operations. This 10-dB penalty accounts for the added intrusiveness of noise when background noise levels are low and noise-sensitive activities such as sleep take place. DNL is depicted as a continuous line around a noise source (i.e., a contour line) and is usually shown using 5-DNL increments (e.g., 65 DNL, 70 DNL, 75 DNL). DNL takes all of those factors that influence our perception of noise—loudness, number and duration of events, and time of day—and includes them in one metric that is used to identify land uses that are compatible within specific noise zones.

SEL represents the total noise energy of a single event, such as a flyover, as if it occurred in one second. This metric combines the loudness and duration of the event.

How Is Noise Modeled?

The DoD primarily uses computer modeling to assess noise.

Input includes type of aircraft, number of operations, flight tracks, altitude, power settings, speed of aircraft, terrain, temperature, and relative humidity. Engine maintenance testing is also included.

Results are presented on installation land use maps in the form of noise contours.

Noise is modeled using a computer program called NOISEMAP, which considers the number and type of flight operations planned over the course of a year to establish noise contours for all types of aircraft operating at a specific location.

A comprehensive noise study will be conducted as part of the EIS.

Response to Noise Depends on Many Factors

- How long the noise lasts (duration)
- How many times it occurs (repetition)
- Time of day
- Background or ambient noise levels
- Interference with activity
- Previous experiences within the community



Aircraft Noise

Prowler and Growler Noise

Though their sounds may seem different, noise levels for the Growler and Prowler are comparable. The two aircraft generate different sound frequencies. The Growler operates in a much lower frequency spectrum than the Prowler's and sounds different. The Growler is recognizable by the low frequency "rumble" of its jet engines, whereas the Prowler is associated with a higher frequency sound of its jet engines. In the 2012 *Environmental Assessment (EA) for the Expeditionary Transition of EA-6B Prowler Squadrons to EA-18G Growler at NAS Whidbey Island*, the Navy identified the Growler as quieter because scientific measurements indicated that the Growler emits less sound than the Prowler during most flight profiles. Noise levels vary depending on where you are in the flight pattern. The comprehensive noise study conducted for the 2012 EA acknowledged that the Growler is louder during arrival than the Prowler.

Noise measurements show the Growler noise levels are similar to those of the Prowler.



EA-6B Prowler



EA-18G Growler

Public Involvement Process



Public Involvement

There are several ways to participate in the Environmental Impact Statement (EIS) process.

Participate Today

- Review the poster displays to learn about the Navy's proposed action and the environmental review process
- Provide input to help identify areas of study for the Draft EIS



How to Provide Comments During The Scoping Period

- 1 Provide written comments at today's meeting
- 2 Speak with the stenographer, who will record your comments
- 3 Submit your comments on the project website at www.whidbeyeis.com
- 4 Mail your written comments to:
EA-18G EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS

All comments submitted as a part of the public scoping period must be submitted by January 3, 2014.

How to Participate in the Future

Your input is essential to ensure the most informed decision is made. There are several ways to participate:

- Join our mailing list
- Check the project website for new information
- Review the Draft EIS in **spring 2015**
- Attend the public meeting following publication of the Draft EIS
- Provide your feedback during the Draft EIS public comment period

Thank you for attending the public scoping meeting for the EIS for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island.

Environmental Impact Statement Schedule



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

Appendix K

2014 Scoping Information

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auxiliary aids should be directed to Thomas A. Nies, Executive Director, at (978) 465-0492, at least 5 days prior to the meeting date.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: October 7, 2014.

Tracey L. Thompson,
Acting Deputy Director, Office of Sustainable Fisheries, National Marine Fisheries Service.

[FR Doc. 2014-24238 Filed 10-9-14; 8:45 am]

BILLING CODE 3510-22-P

COMMITTEE FOR PURCHASE FROM PEOPLE WHO ARE BLIND OR SEVERELY DISABLED

Procurement List; Proposed Additions

AGENCY: Committee for Purchase From People Who Are Blind or Severely Disabled.

ACTION: Proposed additions to the Procurement List.

SUMMARY: The Committee is proposing to add products and a service to the Procurement List that will be furnished by nonprofit agencies employing persons who are blind or have other severe disabilities.

Comments Must Be Received On Or Before: 11/10/2014.

ADDRESSES: Committee for Purchase From People Who Are Blind or Severely Disabled, 1401 S. Clark Street, Suite 10800, Arlington, Virginia, 22202-4149.

For Further Information Or To Submit Comments Contact: Barry S. Lineback, Telephone: (703) 603-7740, Fax: (703) 603-0655, or email CMTEFedReg@AbilityOne.gov.

SUPPLEMENTARY INFORMATION: This notice is published pursuant to 41 USC 8503(a)(2) and 41 CFR 51-2.3. Its purpose is to provide interested persons an opportunity to submit comments on the proposed actions.

Additions

If the Committee approves the proposed additions, the entities of the Federal Government identified in this notice will be required to procure the products and service listed below from nonprofit agencies employing persons who are blind or have other severe disabilities.

The following products and service are proposed for addition to the Procurement List for production by the nonprofit agencies listed:

Products

Rice, Long Grain, Parboiled

NSN: 8920-01-E62-4281—6/10 lb. Pkgs
NSN: 8920-01-E62-4280—2/10 lb. Pkgs
NPA: Vision Corps, Lancaster, PA

Contracting Activity: Defense Logistics Agency Troop Support, Philadelphia, PA
Coverage: C-List for 100% of the requirement of the Department of Defense, as aggregated by the Defense Logistics Agency Troop Support, Philadelphia, PA.

Laminating Pouch, Thermal, 3 Mil Thickness, Letter size

NSN: 9330-00-NIB-0003—100/BX
NSN: 9330-00-NIB-0004—25/BX
NSN: 9330-00-NIB-0005—50/BX
NSN: 9330-00-NIB-0007—100/BX
NPA: LC Industries, Inc., Durham, NC
Contracting Activity: General Services Administration, Fort Worth, TX
Coverage: A-List for the Total Government Requirement as aggregated by the General Services Administration, Fort Worth, TX.

NSN: MR 1070—Brush, Power Scrub
NSN: MR 1071—Brush, Kitchen
NSN: MR 1074—Broom, Corn
NSN: MR 1081—Brush, Toilet Bowl
NSN: MR 1082—Broom, Large, Angle
NPA: Alphapointe, Kansas City, MO
Contracting Activity: NEXCOM-Navy Exchange Service Command, Virginia Beach, VA
Coverage: C-List for the requirements of Navy Exchanges as aggregated by the Navy Exchange Service Command (NEXCOM), Virginia Beach, VA.

NSN: MR 10669—Kit, Party, New Year's
NPA: Winston-Salem Industries for the Blind, Inc., Winston-Salem, NC
Contracting Activity: Defense Commissary Agency, Fort Lee, VA
Coverage: C-List for the requirements of military commissaries and exchanges as aggregated by the Defense Commissary Agency, Fort Lee, VA.

Service

Service Type/Location: Internal Mail and Messenger Service, U.S. Department of State, Harry S. Truman Building, 2201 C Street NW., Washington, DC
NPA: ServiceSource, Inc., Alexandria, VA
Contracting Activity: Department of State, Office of Acquisition Mgmt—MA, Arlington, VA

Barry S. Lineback,

Director, Business Operations.

[FR Doc. 2014-24243 Filed 10-9-14; 8:45 am]

BILLING CODE 6353-01-P

CONSUMER PRODUCT SAFETY COMMISSION

Sunshine Act Meeting

TIME AND DATE: Wednesday October 29, 2014, 10 a.m.—12 p.m.

PLACE: Hearing Room 420, Bethesda Towers, 4330 East West Highway, Bethesda, Maryland.

STATUS: Commission Meeting—Open to the Public.

MATTER TO BE CONSIDERED: Decisional Matter: Safety Standard Recreational Off-Highway Vehicles—NPR.

A live webcast of the Meeting can be viewed at www.cpsc.gov/live.

For a recorded message containing the latest agenda information, call (301) 504-7948.

CONTACT PERSON FOR MORE INFORMATION:

Todd A. Stevenson, Office of the Secretary, U.S. Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814, (301) 504-7923.

Dated: October 7, 2014.

Todd A. Stevenson,
Secretariat.

[FR Doc. 2014-24336 Filed 10-8-14; 4:15 pm]

BILLING CODE 6355-01-P

CONSUMER PRODUCT SAFETY COMMISSION

Sunshine Act Meeting

TIME AND DATE: Wednesday October 22, 2014, 10 a.m.—12 p.m.

PLACE: Hearing Room 420, Bethesda Towers, 4330 East West Highway, Bethesda, Maryland.

STATUS: Commission Meeting—Open to the Public.

MATTER TO BE CONSIDERED: Briefing Matter: Safety Standard Recreational Off-Highway Vehicles—NPR.

A live webcast of the Meeting can be viewed at www.cpsc.gov/live.

For a recorded message containing the latest agenda information, call (301) 504-7948.

CONTACT PERSON FOR MORE INFORMATION:

Todd A. Stevenson, Office of the Secretary, U.S. Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814, (301) 504-7923.

Dated: October 7, 2014.

Todd A. Stevenson,
Secretariat.

[FR Doc. 2014-24337 Filed 10-8-14; 4:15 pm]

BILLING CODE 6355-01-P

DEPARTMENT OF DEFENSE

Department of the Navy

Revised Notice of Intent To Prepare an Environmental Impact Statement for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island, WA and Notice of Request for Public Scoping Comments

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: This notice is to advise the public that the Department of the Navy (DoN) is revising the scope for the Environmental Impact Statement (EIS) for EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island, Washington. This revised Notice of Intent has been published because since the September 5, 2013 publication of the original Notice of Intent in the *Federal Register* (78 FR 54635), the DoN has modified its proposed action to address a potential increase in the number of EA-18G aircraft to be procured and the subsequent changes in the number of aircraft that would be home based at NAS Whidbey Island. The revised scope will evaluate the potential environmental effects of homebasing an additional 13 to 36 EA-18G Growler aircraft at NAS Whidbey Island and the effects of this home basing on EA-18G Growler airfield operations at Ault Field and Outlying Landing Field (OLF) Coupeville. Additional information concerning the proposed scope changes is available on the project Web site at www.whidbeyeis.com.

The DoN invites comments on the proposed scope and content of the EIS from all interested parties. Comments on the scope of the EIS may be provided via the U.S. Postal Service or the EIS Web site at: www.whidbeyeis.com. In addition, the DoN will conduct open house information sessions to obtain comments on the scope of the EIS and to identify specific environmental concerns or topics for consideration.

Dates and Addresses: Three open house information sessions will be held between 4:00 p.m. and 8:00 p.m. on:

1. Tuesday, October 28, 2014, Coupeville High School, 501 South Main Street, Coupeville, Washington 98239.
2. Wednesday, October 29, 2014, Oak Harbor Elks Lodge, 155 NE Ernst Street, Oak Harbor, Washington 98277.
3. Thursday, October 30, 2014, Anacortes High School Cafeteria, 1600 20th Street, Anacortes, Washington 98221.

Each of the three open house information sessions will be informal and consist of information stations staffed by DoN representatives.

FOR FURTHER INFORMATION CONTACT: EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Boulevard, Norfolk, Virginia 23508.

SUPPLEMENTARY INFORMATION: NAS Whidbey Island is the center of excellence for electronic combat warfare training (electronic surveillance and

attack) and has supported the Navy's electronic attack (VAQ) community of personnel, aircraft, equipment and mission-related Navy functions since 1971. With the disestablishment of U.S. Marine Corps electronic attack capabilities, the DoD expeditionary electronic attack mission is single-sited at NAS Whidbey Island which maximizes operational capabilities and efficiencies without duplicating facilities and functions at another location.

NAS Whidbey Island provides facilities and support services for nine Carrier Air Wing (CVW) VAQ squadrons, three Expeditionary (EXP) VAQ squadrons, one Reserve Squadron, and one Fleet Replacement Squadron (FRS). These squadrons are comprised of EA-6B Prowler and EA-18G Growler aircraft.

In 2005 and 2012, the DoN prepared environmental analyses pursuant to the National Environmental Policy Act (NEPA) of 1969 for the replacement of the EA-6B Prowler aircraft at NAS Whidbey Island with the newer EA-18G Growler aircraft. The 2005 Environmental Assessment (EA) evaluated the environmental consequences of transitioning CVW VAQ squadrons (fleet squadrons) and the FRS (training squadron) from the EA-6B to the EA-18G aircraft and disestablishing three EXP VAQ squadrons. A subsequent EA in 2012 evaluated the environmental consequences of retaining and transitioning the three EXP VAQ squadrons, previously proposed for disestablishment, from EA-6B to EA-18G aircraft and the relocation of a reserve expeditionary VAQ squadron from Joint Base Andrews, Maryland.

On September 5, 2013, the DoN announced the preparation of an EIS for EA-18G Growler airfield operations at NAS Whidbey Island. In this EIS, the DoN proposed to evaluate the potential environmental effects associated with the introduction of two additional EA-18G Growler expeditionary squadrons acquired under the DoD Appropriations Act of 2014. During the public scoping comment period, public meetings were held December 3-5, 2013 in Coupeville, Oak Harbor, and Anacortes, Washington, and over 1,600 comments from the public were collected.

In Spring 2014, the Chief of Naval Operations submitted an Unfunded Requirements List to Congress that identified a need for 22 additional EA-18G aircraft to be included in the President's Budget for Fiscal Year 2015. While it is unclear whether more Growlers will be procured, the DoN has decided to analyze the potential growth

to ensure full transparency with the public and to ensure the local community has adequate opportunity to participate in the NEPA process. Accordingly, the DoN will assess the potential environmental impacts of the proposed force structure changes to the electronic attack community and home basing of additional EA-18G aircraft at NAS Whidbey Island by re-scoping the EIS effort currently underway.

To meet current and future requirements, the DoN proposes to: (1) Continue and expand the existing electronic attack operations at NAS Whidbey Island complex, which includes Ault Field and OLF Coupeville (including a range of Field Carrier Landing Practice (FCLP) operations); (2) increase electronic attack capabilities and augment the VAQ FRS (provide for an increase of between 13 and 36 aircraft) to support an expanded DoD mission for identifying, tracking and targeting in a complex electronic warfare environment; (3) construct and renovate facilities at Ault Field to accommodate additional aircraft; and (4) station additional personnel and their family members at NAS Whidbey Island and in the surrounding community.

The revised scope of the EIS will address the No Action Alternative and four action alternatives. Under the No Action Alternative, the DoN would not add VAQ squadrons or aircraft to NAS Whidbey Island to improve the Navy's Electronic Attack capability. Legacy EA-6B Prowlers would continue to gradually transition to next generation EA-18G Growler aircraft (82 aircraft) and annual EA-18G Growler airfield operations would be maintained at levels consistent with those identified in the 2005 and 2012 transition EAs. While the No Action Alternative does not meet the purpose of and need for the proposed action, it serves as a baseline against which impacts of the proposed action can be evaluated.

The DoN will analyze the potential environmental impacts of airfield operations (including FCLP for CVW and FRS squadrons at Ault Field and OLF Coupeville), facilities and functions associated with four force structure alternatives:

1. Alternative 1: Expand EXP electronic attack capabilities by establishing two new EXP VAQ squadrons and augmenting the FRS by three additional aircraft (a net increase of 13 aircraft);

2. Alternative 2: Expand CVW electronic attack capabilities by adding two additional aircraft to each existing CVW VAQ squadron and augmenting the FRS by six additional aircraft (a net increase of 24 aircraft);

3. Alternative 3: Expand CVW capabilities by adding three additional aircraft to each existing CVW VAQ squadron and augmenting the FRS by eight additional aircraft (a net increase of 35 aircraft); and

4. Alternative 4: Expand EXP and CVW capabilities by establishing two new EXP VAQ squadrons, adding two additional aircraft to each existing CVW VAQ squadron, and augmenting the FRS by eight additional aircraft (a net increase of 36 aircraft).

In developing the proposed range of alternatives, the DoN utilized long-established operational considerations which are more fully described in the 2005 and 2012 EAs for the replacement of the EA-6B Prowler aircraft with the newer EA-18G Growler aircraft at NAS Whidbey Island. These considerations include the fact that all of the Navy's electronic attack mission and training facilities are located at NAS Whidbey Island, including the substantial infrastructure and training ranges that have developed in more than 40 years of operation, the location of a suitable airfield that provides for the most realistic training environment, the distance aircraft would have to travel to accomplish training, and the expense of duplicating existing capabilities elsewhere. As a result, the DoN is not considering alternative locations for FCLP training, or squadron relocation. Short-term detachments to meet training requirements would continue, as needed.

The environmental analysis in the EIS will focus on several aspects of the proposed action: aircraft operations at Ault Field and OLF Coupeville; facility construction; and personnel changes. Resource areas to be addressed in the EIS will include, but not be limited to: Air quality, noise, land use, socioeconomics, natural resources, biological resources, cultural resources, and safety and environmental hazards.

The analysis will evaluate direct and indirect impacts, and will account for cumulative impacts from other relevant activities near the installation. Relevant and reasonable measures that could avoid or mitigate environmental effects will also be analyzed. Additionally, the DoN will undertake consultations applicable by law and regulation.

As outlined in 36 CFR Part 800, "Protection of Historic Properties," the DoN plans to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), in conjunction with the NEPA process. The Section 106 process will include consultation with the State Historic Preservation Officer, Native American Tribes and Nations, other parties with a

demonstrated interest in cultural resources for the project, and the Advisory Council on Historic Preservation. Pursuant to 36 CFR 800.2(d), the DoN intends to use the public scoping open house meetings to facilitate public involvement pursuant to Section 106 of the NHPA. The DoN will present information about cultural resources and the Section 106 process for the project at the public scoping open house meetings. Comments on cultural resources or Section 106 issues or concerns that are received from the public during the scoping process will be addressed as part of the Section 106 process.

No decision will be made to implement any alternative until the EIS process is completed and a Record of Decision is signed by the Assistant Secretary of the Navy (Energy, Installations and Environment) or designee. The scoping process will be used to identify community concerns and local issues to be addressed in the EIS. Federal agencies, state agencies, local agencies, Native American Indian Tribes and Nations, the public, and interested persons are encouraged to provide comments to the DoN to identify specific issues or topics of environmental concern that the commenter believes the DoN should consider. All comments provided orally or in writing at the scoping meetings or by mail during the scoping period will receive the same consideration during EIS preparation. All comments must be postmarked no later than November 17, 2014.

The DoN will not release the names, street addresses, email addresses and screen names, telephone numbers, or other personally identifiable information of individuals who provide comments during scoping unless required by law. However, the DoN may release the city, state, and 5-digit zip code of individuals who provide comments. Each commenter making oral comments at the a public scoping meetings will be asked by the stenographer if he/she otherwise elects to authorize the release of their personally identifiable information prior to providing their comments. Commenters submitting written comments, either using comment forms or via the project Web site, may elect to authorize release of personally identifiable information by checking a "release" box on the comment form.

To be included on the DoN's mailing list for the EIS (or to receive a copy of the Draft EIS, when released), electronic requests can be made on the project Web site at www.whidbeyeis.com. Requests via the U.S. Postal Service

should be submitted to: EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Blvd., Norfolk, VA 23508. The same policy for release of personally identifiable information as identified above for scoping comments will be maintained by DoN for individuals requesting to be included on the EIS mailing list.

Dated: October 6, 2014.

N.A. Hagerty-Ford,

Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2014-24223 Filed 10-9-14; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Availability of Record of Decision for the Final Environmental Impact Statement for U.S. Navy F-35C West Coast Homebasing

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: The Department of the Navy, after carefully weighing the strategic, operational, and environmental consequences of the proposed action, announces its decision to provide facilities and functions to support homebasing of F-35C aircraft at Naval Air Station (NAS) Lemoore, California, by accomplishing the proposed action as set out in Alternative 2 of the Environmental Impact Statement (EIS) for U.S. Navy F-35C West Coast Homebasing. Under Alternative 2, a total of 100 F-35C aircraft in seven Navy Pacific Fleet squadrons (10 aircraft per squadron) and the Fleet Replacement Squadron (30 aircraft) will be homebased at NAS Lemoore beginning in 2016. The proposed action will be completed in the 2028 timeframe. The 100 F-35C aircraft will replace 70 aging FA-18 Hornet aircraft. As a result, aircraft loading at NAS Lemoore will gradually increase by a net of 30 aircraft over the 13-year period. There will be no changes in aircraft loading at Naval Air Facility (NAF) El Centro, California, under Alternative 2. Homebasing the F-35C at NAS Lemoore will result in an increase of approximately 68,400 operations per year at NAS Lemoore and an increase of approximately 800 operations per year at NAF El Centro.

SUPPLEMENTARY INFORMATION: The complete text of the Record of Decision (ROD) is available on the project Web

records, for contesting contents and appealing initial agency determinations are published in Defense Finance and Accounting Service Regulation 5400.11-R; 32 CFR part 324; or may be obtained from the Defense Finance and Accounting Service, Freedom of Information/Privacy Act Program Manager, Corporate Communications, DFAS-ZCF/IN, 8899 E. 56th Street, Indianapolis, IN 46249-0150.”

* * * * *

[FR Doc. 2014-27029 Filed 11-14-14; 8:45 am]
 BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Extension of Public Scoping Period and Additional Public Scoping Meetings in Lopez Island and Port Townsend, Washington, for the Environmental Impact Statement for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island, Washington

AGENCY: Department of the Navy, DoD.
ACTION: Notice.

SUMMARY: The Department of the Navy (DoN) is extending the public scoping period for the Revised Notice of Intent to prepare an Environmental Impact Statement (EIS) for EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island, Washington and announcing two additional public scoping meetings. The public scoping period will be extended an additional 45-days to January 9, 2015 and two additional public scoping meetings have been scheduled, one in Lopez Island, Washington and the other in Port Townsend, Washington.

Dates and Addresses: Two open house information sessions will be held between 3:00 p.m. and 6:00 p.m. on:

1. Wednesday, December 3, 2014, Lopez Island Center for Community and Arts, 204 Village Road, Lopez Island, Washington 98261.

2. Thursday, December 4, 2014, Fort Worden Commons, Building 210, 200 Battery Way, Port Townsend, Washington 98368.

Each of the open house information sessions will be informal and consist of information stations staffed by DoN representatives.

The DoN invites comments on the proposed scope and content of the EIS from all interested parties, including Federal agencies, state agencies, local agencies, American Indian Tribes and Nations, and interested persons. Comments on the scope of the EIS may be provided via the U.S. Postal Service

or the EIS Web site at: www.whidbeyeis.com. All comments provided orally or in writing at the scoping meetings, through the project Web site or by mail during the scoping period will receive the same consideration during EIS preparation. All comments must be postmarked no later than January 9, 2015.

The DoN will not release the names, street addresses, email addresses and screen names, telephone numbers, or other personally identifiable information of individuals who provide comments during scoping unless required by law. However, the DoN may release the city, state, and 5-digit zip code of individuals who provide comments. Each commenter making oral comments at the public scoping meetings will be asked by the stenographer if he/she otherwise elects to authorize the release of their personally identifiable information prior to providing their comments. Commenters submitting written comments, either using comment forms or via the project Web site, may elect to authorize release of personally identifiable information by checking a “release” box on the comment form.

To be included on the DoN’s mailing list for the EIS (or to receive a copy of the Draft EIS, when released), electronic requests can be made on the project Web site at www.whidbeyeis.com. Requests via the U.S. Postal Service should be submitted to: EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Blvd., Norfolk, VA 23508. The same policy for release of personally identifiable information as identified above for scoping comments will be maintained by DoN for individuals requesting to be included on the EIS mailing list.

FOR FURTHER INFORMATION CONTACT: EA-18G EIS Project Manager (Code EV21/SS); Naval Facilities Engineering Command (NAVFAC) Atlantic, 6506 Hampton Boulevard, Norfolk, Virginia 23508.

Dated: November 7, 2014.

N. A. Hagerty-Ford,
Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2014-27156 Filed 11-14-14; 8:45 am]
 BILLING CODE 3810-FF-P

DEPARTMENT OF ENERGY

Proposed Agency Information Collection

AGENCY: U.S. Department of Energy.
ACTION: Notice and request for comments.

SUMMARY: The Department of Energy (DOE) invites public comment on a proposed collection of information that DOE is developing for submission to the Office of Management and Budget (OMB) pursuant to the Paperwork Reduction Act of 1995. Comments are invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency’s estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

DATES: Comments regarding this proposed information collection must be received on or before January 16, 2015. If you anticipate difficulty in submitting comments within that period, contact Chris O’Gwin, as listed below, as soon as possible.

ADDRESSES: Written comments may be sent to Chris O’Gwin or by fax at (301) 903-5488, or by email at chris.ogwin@science.doe.gov.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the information collection instrument and instructions should be directed to Chris O’Gwin or by fax at (301) 903-5488, or by email at chris.ogwin@science.doe.gov.

SUPPLEMENTARY INFORMATION: This information collection request contains: (1) OMB No.: 1910-5166; (2) *Information Collection Request Title:* Small Business Innovation Research (SBIR) and Small Business Technology Transfer (STTR) Commercialization Survey; (3) *Type of Request:* New; (4) *Purpose:* The DOE needs this information to satisfy the program requirements of the Small Business Act, including requirements established in the SBIR program reauthorization legislation, Public Law 106-554 and Public Law 107-50. This data will be collected by the DOE and provided to

Press Releases

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Press Release

Public Affairs Office
Commander, U.S. Fleet Forces Command
1562 Mitscher Avenue,
Suite 250
Norfolk, Va. 23551-2487
(757) 836-4421
Fax: (757) 836-3601

FOR IMMEDIATE RELEASE

Press Release – 37-14
October 8, 2014

Navy to Host Public Meetings on NAS Whidbey Island EIS

A Notice of Intent (NOI) will be published in the Federal Register on October 10, 2014, announcing the Navy's intent to revise the scope of the ongoing Environmental Impact Statement (EIS) for EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island and to announce public scoping meetings. The EIS will now address the environmental impacts associated with the potential addition of up to 36 EA-18G Growler aircraft.

Last September, the Navy began an EIS to evaluate the potential environmental impacts associated with the addition of two new expeditionary squadrons and additional Growler aircraft to the training squadron. Scoping was conducted between September 2013 and January 2014 on that proposed action, and open house scoping meetings were held in December 2013 to discuss the proposal.

During spring 2014, the Chief of Naval Operations submitted an Unfunded Requirements List as part of the President's Budget for Fiscal Year 2015 that included a request to purchase 22 additional Growler aircraft. While it is unclear whether more Growlers will ultimately be procured, the Navy is electing to analyze the potential for these aircraft in order to be proactive and transparent. Therefore, a new scoping process is needed and has been initiated based on the proposed action.

To meet current and future mission and training requirements, the Navy proposes to: (1) continue and increase the existing VAQ operations at NAS Whidbey Island's Ault Field and OLF Coupeville; (2) increase VAQ capabilities and augment the training squadron by adding up to 36 aircraft to support an expanded Department of Defense mission for identifying, tracking, and targeting in a complex electronic warfare environment; (3) construct and renovate facilities at Ault Field to accommodate additional aircraft; and (4) station additional personnel and their family members to NAS Whidbey Island and the surrounding community.

The Navy will host three open-house scoping meetings to provide members of the public with the opportunity to review project-related information, ask questions of Navy representatives, and submit comments on the scope of the analysis and content to be addressed in the EIS. Each of the meetings will be informal and consist of information stations staffed by Navy representatives. The meetings will be conducted between 4 p.m. and 8 p.m. on the following dates and locations:

-more-

WHIDBEY SCOPING MEETINGS -2-2-2-2

Tuesday, October 28, 2014
Coupeville, Washington
Coupeville High School (Commons Area)
501 South Main Street Coupeville WA 98239

Wednesday, October 29, 2014
Oak Harbor, Washington
Oak Harbor Elks Lodge
155 NE Ernst St, Oak Harbor, WA 98277

Thursday, October 30, 2014
Anacortes, Washington
Anacortes High School Cafeteria
1600 20th St, Anacortes, WA 98221

Additional information about the EIS can be found on the project website at: <http://www.whidbeyeis.com>. The public website includes up-to-date information on the project and schedule, as well as related documents associated with the EIS.

Written comments may be submitted to the EA-18G EIS Project Manager, Naval Facilities Engineering Command (NAVFAC) Atlantic, Attn: Code EV21/SS, 6506 Hampton Blvd., Norfolk, VA 23508. Written comments may also be submitted online at the project website (<http://www.whidbeyeis.com>) on the "Comments" page. Additionally, written and oral comments may be submitted at the scoping meetings. The names, street addresses, email addresses and screen names, telephone numbers and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state and 5-digit zip code of individuals who provide comments may be released.

Comments may be submitted anytime during the public comment period which will run through November 24, 2014.

-USN-

NOTICE TO MEDIA: Members of the media are invited to participate in a media availability Monday, October 27, to discuss all aspects of the Environmental Impact Statement with Navy subject matter experts. Broadcast media will be afforded the opportunity to obtain b-roll of Growler operations as well. RSVP to U.S. Fleet Forces Environmental Public Affairs Officer Ted Brown (757-836-4427) or NAS Whidbey Island Public Affairs Officer Mike Welding (360-257-2962).



Press Release

Public Affairs Office
Commander, U.S. Fleet Forces Command
1562 Mitscher Avenue,
Suite 250
Norfolk, Va. 23551-2487
(757) 836-4421
Fax: (757) 836-3601

FOR IMMEDIATE RELEASE

Press Release – 47-14
November 12, 2014

Navy to Host Additional Public Meetings on NAS Whidbey Island EIS

At the request of elected officials, the Navy plans to host two additional open-house scoping meetings for the ongoing Environmental Impact Statement (EIS) for EA-18G Growler airfield operations at Naval Air Station (NAS) Whidbey Island. These meetings will provide members of the public with the opportunity to review project-related information, ask questions of Navy representatives, and submit comments on the scope of the analysis and content to be addressed in the EIS. Each of the meetings will be informal and consist of information stations staffed by Navy representatives. The meetings will be conducted between 3 p.m. and 6 p.m. on the following dates and locations:

Lopez Island Meeting

Wednesday, December 3, 2014, 3-6 p.m.
Lopez Island Center for Community and Arts
204 Village Road, Lopez Island, WA 98261

Port Townsend Meeting

Thursday, December 4, 2014, 3-6 p.m.
Fort Worden Commons, Building 210
200 Battery Way, Port Townsend, WA 98368

Scoping meeting information booklets are available for individuals attending each public scoping meeting. If you are unable to attend a scoping meeting, scoping meeting booklets are available for download from the project website at <http://www.whidbeyeis.com> or can be reviewed in the reference section of 14 area libraries. Furthermore, the project website includes up-to-date information on the project and schedule, as well as related documents associated with the EIS.

Written comments may be submitted to the EA-18G EIS Project Manager, Naval Facilities Engineering Command (NAVFAC) Atlantic, Attn: Code EV21/SS, 6506 Hampton Blvd., Norfolk, VA 23508. Written comments may also be submitted online at the project website at <http://www.whidbeyeis.com> on the “Comments” page. Additionally, written and oral comments may be submitted at the scoping meetings. The names, street addresses, email addresses and screen names, telephone numbers and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state and 5-digit zip code of individuals who provide comments may be released.

Comments may be submitted at any time during the public comment period, which has now been extended through January 9, 2015 due to these additional scoping meetings.

List of 14 area libraries where copies of scoping meeting booklets are available for review: Anacortes Public Library, Burlington Public Library, Camano Island Library, Coupeville Library, Guemes Island Library, La Conner Regional Library, Lopez Island Library, Lummi Island Library, Mount Vernon City Library, Oak Harbor City Library, Orcas Island Public Library, Port Townsend Public Library, San Juan Island Library and Seattle Central Public Library.

Newspaper Advertisements

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I, Kathryn Schultz, being duly sworn on oath now and during all times herein stated, have been the publisher and designated agent of the publication known as,

Anacortes American ("Publication")

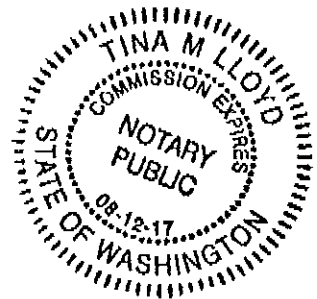
And have full knowledge of the facts herein stated as follows:

The insert for Ecology + Environment ("Ad/Advertiser) with Insertion Order No. dated 1/15/14 was distributed to the Publication's full circulation on the 22nd day of January, 2014.

BY: Kathryn Schultz

Subscribed and sworn to before me
This 5th day of February, 2014.

Tina M. Lloyd
Notary Public



Seahawk Roundup

Girls basketball

The Seahawks snapped a four-game losing streak Friday, beating Bellingham 48-45. Anacortes held off the charging Red Raiders at the end for the Northwest Conference home victory.

Anacortes is 2-3 in conference and 5-8 overall.

Tania Daou scored 11 points, and Monica Downs added 10.

"I think our execution was kind of off from some of our previous games," Seahawks coach Ken Welk said. "Defensively, we had some stretches where we put together some good series and got some good scoring opportunities on the other end."

He said Downs played especially well.

"She was a bright spot for us," he said.

In a 42-29 loss at Lynden Christian on Jan. 14, the Seahawks lost the Northwest Conference game after a turnover-filled first half left them with an uphill battle. Brooke Geffe led Anacortes with eight points, Mackenzie Wight added eight and Daou five.

The Seahawks were down 26-10 at halftime.

"The turnovers resulted in not getting as many shots as we needed," Welk said. "But our girls battled defensively. They played with a lot of heart. To



SKAGIT PUBLISHING / SCOTT TERRELL

Anacortes' Tania Daou led Anacortes with 11 points in a 48-45 win over visiting Bellingham Friday night. Monica Downs added 10 points to help the Seahawks end a four-game losing streak.

hold Lynden Christian to 42 points is a pretty commendable defensive effort."

Boys basketball

The Seahawks are staying among the Northwest

Conference leaders. They pushed their win streak to four games last week, beating Lynden Christian 65-59 on Monday and Bellingham 74-53 on Friday.

Anacortes is 4-1 in con-

ference, 9-3 overall and a game back of conference-leading Sedro-Woolley.

Against Bellingham, the visiting Seahawks used a high-scoring second quarter to gain a 37-25 halftime lead and cruise to the win.

Andrew Medalia scored a game-high 22 points for Anacortes, followed by Ty Johnson's 16 and Joe D'Amelio's 11.

Medalia also had 10 rebounds. D'Amelio had six rebounds and seven assists.

Against Lynden Christian, Anacortes bounced back from a slow start to win in the Anacortes gym.

"They did a good job responding in the second half," Anacortes coach Brett Senff said. "They pulled it together."

Medalia had a big night for Anacortes. The senior had 21 points, 11 rebounds, four assists and four blocked shots. He has averaged 20.5 points over his past four games.

"He's starting to play close to his potential," Senff said. "He's putting some nice numbers together."

Johnson had 15 points and nine rebounds for Anacortes, while D'Amelio had 10 points. Anacortes is ranked No. 5 in the state in Class 2A by The Associated Press.

Boys swimming

The Seahawks suffered their first dual-meet loss of the season Thursday, falling to Squalicum 94-92. Anacortes, 3-1, had two individual wins apiece from Danny Schleh and Eric Olsen in the North-

west Conference meet.

Schleh won the 200 freestyle (1 minute, 53.05 seconds) and the 500 freestyle (5:10.13) and Olsen took the 50 freestyle (23.36) and the 100 breaststroke (1:07.65). Anacortes also had wins from Elliott Hofferth — 100 butterfly in 55.56 — and from its 200 freestyle and 400 freestyle relay teams.

The Seahawks beat Bellingham 101-85 on Jan. 14. Schleh was first in the 200 freestyle (1:53.23) and the 100 backstroke (1:01.19), while teammate Hofferth won the 200 individual medley (2:10.47) and the 100 butterfly (56.29), and Olsen the 500 freestyle (5:22.13).

Boys wrestling

Aaron Tisinger won a title Saturday at the Northwest Conference Championships. Tisinger pinned Quinten Roppel of Sedro-Woolley for the title at 182 pounds.

Ross Atterberry, wrestling at 195 pounds, finished second.

In a Northwest Conference dual meet Jan. 15, Anacortes lost at Lynden 45-31. Tisinger (182), Atterberry (195), James Swanson (220) and Kiron Devine (heavyweight) got pins for Anacortes.

— Skagit Publishing staff



SUBMITTED

Anacortes Middle School student Calder Wood took first in the Junior Men 13-14 USA Cycling Cyclo-cross National Championships held Jan. 8-12 in Boulder, Colo.

Wood pedals to win at cyclo-cross championships

Calder Wood, 14, of Anacortes and the Rad Racing NW team won first place with a time of 17 minutes, 19 seconds in the Junior Men 13-14 USA Cycling Cyclo-cross National Championships held Jan. 8-12 in Boulder, Colo.

Calder said the win was a mixture of luck and skill. The second-place rider crashed, so he got a little bit of a time advantage.

Calder attends Anacortes Middle School and is the son of Jeff and Chris Wood.

He trains every day by riding his bike on Anacortes and La Conner streets, and on Forest Land trails.

"It's a great sport," Calder said of cyclo-cross. "It's the party sport of cycling."

Cyclo-cross riders compete on an approximately 1-mile course with lots of

turns and even stairs and wooden barriers participants have to carry their bikes over, Calder said. Usually it's done on dirt, mud or grass.

"The nastiest conditions the better," he said.

Calder is part of the Rad Racing NW Team out of Olympia with fellow Anacortes riders and siblings Ben King, who came in 14th in the Junior Men 13-14 category, Aynslee King, who placed fifth in the Junior Women 11-12 competition, and Parker King who placed sixth in the Junior Men 9-10 race. Their parents are Dale and Ashley King.

Calder also placed 18th in the men's, ages 10 to 29, nonchampionship race with a time of 40:20.

The event was held in Valmont Bike Park, a 42-acre, natural surface cycling facility in Boulder.

Pee Wee basketball starts Saturday

Two sessions of Pee Wee basketball for kids ages 4 to 6 are 2 to 2:50 p.m. and 3 to 3:50 p.m. Saturdays Jan. 25 through March 1 at the Anacortes Middle School gym. No class on Feb. 15.

Fee is \$25. These classes are designed to introduce children to basketball in a fun, safe and noncompetitive atmosphere.

Register at www.cityof-anacortes.org/Parks/programs.htm, at the department's office at City Hall or call 293-1918.

Join play outside challenge in February

A play outside challenge organized by Anacortes resident Jen Turpin of Rain, Sun, Snow, Gray. Play Outside! starts Feb. 1 and runs through the month.

The purpose of the challenge is to get parents, grandparents and child-care providers outside to play with their kids. As the weather turns and the New Year's resolutions get old, February is a tough month to get out and play with kids.

The event is free. Participants simply go to www.outsideandplay.com where they will find information on how to sign up and learn the rules. Outside play ideas will be offered for every day of the 28-day challenge.

Participants names will be entered into a drawing for a \$70 and \$30 gift certificate to Johnny Picasso's coffee and ceramic shop.

For more information,

Read more about what's going on in the community at goanacortes.com

Sports & Recreation Briefs

email Turpin at jenturpin@comcast.net.

Polar Plunge helps Special Olympics

The Polar Plunge: Anacortes is 9 a.m. to 2 p.m. Saturday, March 8 at Seafarers' Memorial Park.

Take a dip in the icy water, join the fun, help raise funds and win prizes all in support of Special Olympics Washington.

Each individual must reach the fundraising minimum of \$50 to participate.

All proceeds collected by Plungers benefit Special Olympics Washington and the 10,000 athletes across the state.

For more information, go to www.specialolympic-swashington.org/calendar/

letr_events/polar_plunge or contact Mary Do at (206) 362-4949 or mido@sowa.org.

Fitness hike with Friends is Feb. 8


A fitness hike with Friends of the Forest is 10 a.m. to 1 p.m. Saturday, Feb. 8.

This is a fast-paced hike, 8 to 9 miles, into the back roads of the Whistle Lake area. The group will stop briefly for a gourmet chocolate tasting with chocolate provided by the Friends. Dress in layers and bring water.

Meet at the Whistle Lake parking lot.

Hikes are free and no registration is required. Please leave pets at home.


For more information, contact Jean Andrich at jean@friendsoftheacl.org or 293-3725, or visit www.friendsoftheacl.org.



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NAVY EXTENDS PUBLIC SCOPING PERIOD FOR ENVIRONMENTAL IMPACT STATEMENT FOR THE EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND

THE U.S. NAVY HAS EXTENDED THE SCOPING PERIOD FOR THE ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAS WHIDBEY ISLAND'S AULT FIELD AND OUTLYING LANDING FIELD (OLF) COUPEVILLE, including the proposed introduction of two additional Expeditionary Electronic Attack (VAQ) squadrons and the addition of aircraft to the Fleet Replacement Squadron (FRS).

In response to public and elected official requests, and in order to ensure all surrounding communities have ample opportunity to provide input, **the Navy has extended the scoping period until Friday, January 31.** The scoping period began September 5, and the original deadline for scoping comments was January 3.

The lengthy public scoping period was due to the fact that the scoping meetings were scheduled for December 2013. These dates were chosen to avoid possible cancellation of the meetings during any government shutdown and to avoid conflicting with P-8A Draft Supplemental EIS public meetings and comment period. These meetings were also ongoing in the vicinity of NAS Whidbey Island during the same timeframe.

Public input is very important in order for the Navy to fully understand community concerns and relevant issues.

Members of the public may submit comments via mail to:
EA-18G EIS Project Manager
Naval Facilities Engineering Command (NAVFAC) Atlantic
Attn: Code EV21/SS
6506 Hampton Blvd., Norfolk, VA 23508

Comments may also be submitted to the project website: <http://www.whidbeyeis.com>.

All comments must be postmarked or received online no later than January 31, 2014.



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2014 WALKIN CLINIC AT ISLAND HOSPITAL 2511 M. Avenue, Suite B. Anacortes

Latest

Coast Guard searching for overdue cutter

Coast Guard is continuing its search for an overdue cutter that was seen near Anacortes on Tuesday morning.

Coast Guard cutter's old age and lack of Anacortes port

Coast Guard is continuing its search for an overdue cutter that was seen near Anacortes on Tuesday morning.

Port takes final steps in search for new director

North Spitway on next section of Guemes Channel Trail

Plans to be replaced downtown after seismic reconstruction

Operators work their way up 'The Subroad' east trail

Holiday spirit and laughs plentiful in ACT's 'Bob's Your Elf'

Concert series opens Dec. 5

Review: Max Benjamin's abstract works glorious to study, enjoy

Mayor Max Benjamin's abstract work glorious to study, enjoy

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Anacortes American

Anacortes American shared a link. November 26 at 4:57pm

Coast Guard searching for overdue cutter

NAVY WILL HOLD TWO ADDITIONAL SCOPING MEETINGS AND EXTENDS PUBLIC SCOPING COMMENT PERIOD FOR ONGOING ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-18G GROWLER AIRFIELD OPERATIONS. You are invited to an Open House Scoping Meeting to Submit Comments on the Revised EIS Scope. Click for Details

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Comments

Holiday spirit and laughs plentiful in ACT's 'Bob's Your Elf' Nov 26

Concert series opens Dec. 5 Nov 26

Review: Max Benjamin's abstract works glorious to study, enjoy Nov 26

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Photo Of The Day



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Browser window showing the website <http://www.goanacortes.com/>. The page features a navigation bar with links for Home, News, Views, Calendar, Photos, Classifieds, Jobs, Homes, Auto, and Weekly Ads. The main content area includes a "SUBSCRIBE" button, a featured article titled "ELVIS FAMILY CHRISTMAS" (December 19-23, 2014 with Danny Vernon), and a "Holiday spirit and laughs plentiful in ACT's 'Bob's Your Elf'" article. A "Latest" section lists several news items, including "Coast Guard searching for overdue crabber" and "Harrison: Max Stegeman's elected work plan aims to study, improve". A sidebar on the right contains a "Sign Up For Email Alerts" button, a "When you need high-quality medical care NOW!" advertisement for Walkin Clinic, and a "Follow Us On Facebook" section.

Browser window showing the website http://www.goanacortes.com/arts_and_community/article_7a1e2e18-74ee-11e4-b6cc-4f2045ca7.... The page layout is identical to the first screenshot, featuring the same navigation bar, featured article, and sidebar. The main content area displays the "Latest" section with the same list of news items as the first screenshot.

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Next up? Town casts road improvement eye on Tucker Avenue
Nov 26, 2014 at 7:00AM
A major arterial at the north side of town, Tucker Avenue is one of the highest-ranked road projects on the Town of Friday Harbor's six-year transportation improvement plan. And with a \$800,000 state grant laying in wait, plans are under for its reconstruction.

The 'Elders': takin' it to the streets
Today at 8:00AM
Bundle up and prepare to be dazzled and delighted. It's the Dance of the Elders, returning to the streets of Friday Harbor, Thursday, Dec. 11.

Holiday events at Roche Harbor

Read the Nov 26 Green Edition
Browse the print edition page by page, including stories and ads.
Browse the archives.

THE NAVY HAS ISSUED A REVISED NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR EA-16C GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND AND IS RE-SCOPING THE EIS EFFORT CURRENTLY UNDERWAY.
You are invited to an Open House Scoping Meeting to Submit Comments on the Revised EIS Scope.
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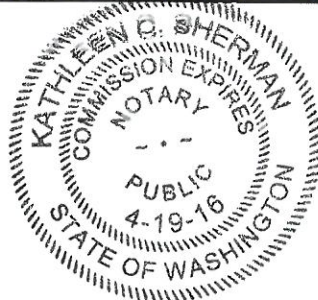
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Early Deadlines!

For the February 19th edition, the deadline for ads will be **February 13th at noon.**

Call Roxanne or Howard at 378-5696 and book today!

PRESIDENTS DAY

Second Street shutdown by 'bomb scare'

This time around it was an abandoned fire extinguisher that prompted the Washington State Patrol to send a bomb squad to San Juan Island.

Local authorities closed off a block of Second Street and re-routed traffic for roughly five hours, beginning at about 1:45 p.m., Tuesday, Jan. 14, after an abandoned and somewhat beat-up fire extinguisher was found on the sidewalk across the street from San Juan County Courthouse. Someone apparently placed the extinguisher near the base of a parking sign pole on the southwest side of the roadway.

Undersheriff Bruce Distler said photographs were taken of the fire extinguisher and sent to the state patrol, which then determined it to be "suspicious" in nature. Distler said that the state ferry system rerouted one of its boats, as well, to pick up a state patrol bomb squad and that officers were expected to arrive in Friday Harbor at about 5 p.m. to inspect the extinguisher.

"We defer to the state patrol in these situations," he said.

At about the same time that the bomb squad disembarked the ferry and was en route to the scene, Distler said that the person who discovered the extinguisher in the middle of the road earlier in the day, and then set in on the sidewalk, notified the sheriff's department how it came to be there. The bomb squad then elected not to treat the extinguisher as a potential explosive device and removed it by hand from the sidewalk, he said.

It's the fourth time in the past four months that a so-called "suspicious package" has prompted the state patrol to send a bomb squad to San Juan Island. The previous incidents include; an abandoned typewriter found at the gravel pit in



Journal photos/Scott Rasmussen
Authorities re-route traffic on Second Street while waiting on a bomb squad to inspect a fire extinguisher found near the courthouse in Friday Harbor.



mid-September, a package outside Friday Harbor Drug Store later that month, a suitcase by the Market Place parking lot in late October and a suspicious package by the US Customs headquarters at the Port of Friday Harbor in late December, which contained electrical equipment and wiring.

Like the fire extinguisher on Tuesday, the previous incidents were all treated as "suspicious," but none were armed with explosives.

— Scott Rasmussen

Crime briefs

Orcas man faces three felonies in alleged armed home invasion

An Orcas Island man accused of breaking into a Rosario-area home and demanding money at gunpoint from the couple who live there is slated to stand trial on a trio of felonies in early March.

On Jan. 3, Bradley Kenneth Stoner, 25, plead-

ed not guilty in San Juan County Superior Court to first-degree attempted robbery, first-degree burglary and to second-degree assault. If convicted of the most serious of the three offenses, first-degree attempted robbery, a Class A felony, he would face maximum penalties of life in prison, a \$50,000 fine, or both.

Stoner, who turned himself in at the sheriff's office in Eastsound Dec. 23, the day after the alleged home

invasion occurred, remains in custody in Island County jail pending trial. Bail was set at \$10,000.

According to prosecutors, Stoner wore a black hooded sweatshirt and a red bandana that covered his face, and was armed with rifle, an AK-47, when he broke into the couple's Geiser's Way home at about 10:30 p.m. He allegedly pointed the weapon and demanded money from the man that lives there, who reportedly recognized the would-be robber by his voice.

Moments later, when the bandana fell from his face as he racked the weapon,

authorities claim that Stoner then fled from the home, having been recognized by his voice and by sight by both the man and the woman at the home. The couple has reportedly been acquainted with Stoner since he was five years old, according to court documents.

Authorities recovered an AK-47 ammunition cartridge from the floor of the home.

Class B felonies, first-degree burglary and second-degree assault carry maximum penalties of 10 years in prison, a \$10 fine,

See **INVASION**, Page 5

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NAVY EXTENDS PUBLIC SCOPING PERIOD FOR ENVIRONMENTAL IMPACT STATEMENT FOR THE EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND

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Attn: Code EV21/SS

6506 Hampton Blvd., Norfolk, VA 23508

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Motorcycle, golf, warm weather await: undersheriff says 'so long'
Today at 2:45PM
Bruce Distler leaves the sheriff's department at a pivotal time. In January, Ron Krebs will replace Rob Nou as the sheriff and will appoint a new undersheriff. Distler's advice to the new team? Find balance in the leadership roles.

Island Rec to host family centered New Year's Eve celebration
Today at 1:24PM
Activities include a hat-decorating station, photo booth, games, contests, food, music and more. There are chances to win prizes donated by local businesses.

Read the Nov 26 Green Edition
Browse the print edition page by page, including stories and ads.
Browse the archives.

THE NAVY HAS ISSUED A REVISED NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR EA-18C GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND AND IS RE-SCOPING THE EIS EFFORT CURRENTLY UNDERWAY.
You are invited to an Open House Scoping Meeting to Submit Comments on the Revised EIS Scope.
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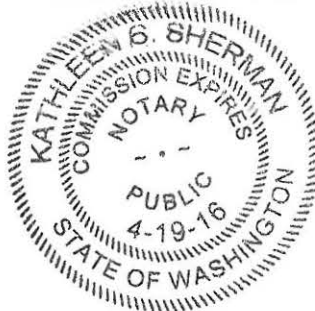
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U.S. officials call for more oil train safety

Several crashes prompt desire for alterations

By **MATTHEW BROWN**
THE ASSOCIATED PRESS

U.S. transportation officials Thursday pressed for companies to come up with safer ways to transport oil on the nation's rail lines following some explosive accidents as crude trains proliferate across North America.

After a closed-door meeting with oil and railroad executives in Washington, D.C., Transportation Secretary Anthony Foxx said the industry agreed to make voluntary changes aimed at accident prevention within the next 30 days.

Topping the list are plans to analyze the risks of oil trains that in recent years began passing regularly through major metropolitan areas across the U.S., Foxx said.

The results could be used to alter some routes, government officials said.

Drawing the line on speeds

Railroads also will consider where oil trains could be slowed down, to lessen the potential danger in areas that pose the greatest threat to public safety.

"The industry, if they are motivated, can undertake preventative steps that will enhance the safety of the movement of these materials across the country," Foxx said.

The Obama administration is under increased pressure to take action after fiery accidents over the past seven months in North Dakota, Quebec, Alabama and New Brunswick.

But a safety advocate said the proposed measures fail to address a crucial and longstanding problem: defects in many of the tank cars used to haul crude.

"Just moving the problem around is not solving it," said Karen Darch, president of the village of Barrington, Ill., and co-chair of a coalition of local officials who have pushed for rail safety enhancements.

"If you did that, you are creating too high a risk for the area where [oil trains] might be rerouted."

The accidents to date have revealed significant gaps in federal oversight of the rail industry, and emergency officials in cities and towns across the U.S. have said they would be ill-pre-



A smoke plume goes up at the site of an oil train derailment in Casselton, N.D., on Dec. 30.

pared to handle another derailment. Under current rules, shipments of most hazardous liquids including oil do not have to undergo the type of risk studies that were proposed Thursday.

Certain chemicals studied

Those studies are limited to a handful of radioactive, explosive and highly toxic chemicals.

The rapid expansion of crude-by-rail has been fueled by booming U.S. production of shale oil, particularly in the Bakken oil patch of North Dakota and Montana.

Trains hauling 3 million gallons of crude per shipment to refineries go through hundreds of towns and dozens of cities, from Chicago and Kansas City to Philadelphia and Seattle.

Crash kills 47

Last year, after a runaway train hauling North Dakota crude derailed and exploded in the town of Lac-Mégantic, Quebec, incinerating much of the downtown and killing 47 people, the rail industry adopted voluntary speed restrictions for trains hauling hazardous liquids.

\$ Briefly ...

Coho taking annual break for repairs

PORT ANGELES — Black Ball Ferry Line's *MV Coho* will take an annually scheduled maintenance break from Monday through Feb. 5.

The ferry, which runs between Victoria and Port Angeles will be out of service during this time to complete regular refurbishments and maintenance.

The *Coho's* last sailings prior to the break will be Sunday at 8:20 a.m. from Port Angeles and at 10:30 a.m. from Victoria.

Service will resume Feb. 6 when the *Coho* departs Port Angeles at 8:20 a.m.

More schedule information can be found at <http://tinyurl.com/pdn-coho>.

'Gorilla Grams'

PORT ANGELES — The Port Angeles Association of Realtors is offering "Gorilla Grams" to be delivered to addressees in the Port Angeles area.

Those interested can buy a visit from the Realtors' gift-bearing gorilla on Valentine's Day for \$20.

Gorilla Grams are a way to surprise a loved one or recognize a client.

Proceeds from the Gorilla Grams will be donated to Port Angeles cancer-fighting organizations Operation Uplift and Pink Up Port Angeles.

To set up a Gorilla Gram delivery, phone Magan Waldron at 360-457-4451.

Airfares are rising

NEW YORK — The price to board an airliner in the United States has risen for the fourth straight year, making it increasingly expensive to fly almost anywhere.

The average domestic round-trip ticket, including tax, reached \$363.42 last year, up more than \$7 from the prior year, according to an Associated Press analysis of travel data collected from millions of flights throughout the country.

Real-time stock quotations at peninsuladailynews.com

Market watch	
Jan. 16, 2014	
Dow Jones industrials	-64.93 16,417.01
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Standard & Poor's 500	-2.49 1,845.89
Russell 2000	+1.78 1,173.13
NYSE diary	
Advanced:	1,771
Declined:	1,306
Unchanged:	105
Volume:	3.4 b
Nasdaq diary	
Advanced:	1,289
Declined:	1,270
Unchanged:	142
Volume:	2 b

The 2 percent increase outpaced inflation, which stood at 1.5 percent.

Airfares have risen nearly 12 percent since their low in the depths of the Great Recession in 2009, when adjusted for inflation, the analysis showed.

Ticket prices have increased as airlines eliminated unprofitable routes, packed more passengers into planes and merged with one another, providing travelers with fewer options.

Today, 84 percent of seats are filled with paying passengers, up from 82 percent in 2009.

"Anyone traveling today will know that those flights are full," said Chuck Thackston, managing director of data and analytics for the Airlines Reporting Corp., which processes ticket transactions for airlines and more than 9,400 travel agencies, including websites such as Expedia and Orbitz.

Gold, silver

Gold futures for February delivery rose \$1.90, or 0.2 percent, to \$1,240.20 an ounce Wednesday.

Silver for March delivery fell 8 cents, or 0.4 percent, to \$20.05 an ounce Thursday.

Peninsula Daily News and The Associated Press

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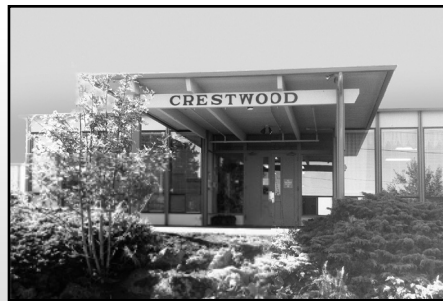
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Forestry group opposes Wild Olympics legislation introduced by lawmaker

By ROB OLLIKAINEN
PENINSULA DAILY NEWS

PORT ANGELES — A Portland, Ore.-based resource council that represents Olympic Peninsula foresters blasted new Wild Olympics legislation the same day the bill was introduced in Congress.

The Wild Olympics Wilderness and Wild and Scenic Rivers Act of 2014, introduced in Congress on Friday, would cut the amount of harvestable timberland, said Tom Partin, president of the American Forest Resource Council, in a statement.

He said it "would put an additional 125,000 acres of the Olympic National Forest off-limits to responsible timber management and other activities."

"More importantly, it fails to address the pressing social and economic needs of rural, forested communities on the Peninsula," Partin added.

The American Forest Resource Council includes Green Crow, Green Creek Wood Products and Interfor of Port Angeles as well as forest resource companies in Aberdeen and Elma.

"Over 100,000 acres of the Olympic National Forest is already designated as wilderness and is off-limits to responsible, multiple-use management, as is nearly 1 million acres within the Olympic National Park," Partin said.

Bill introduced

U.S. Rep. Derek Kilmer, D-Gig Harbor, and U.S. Sen. Patty Murray, D-Bothell, introduced identical versions of the Wild Olympics bill that would ban logging on 126,554 acres of the 633,000-acre Olympic National Forest.

Steve Courtney, regional timber procurement manager for Interfor, which operates a sawmill in west Port Angeles, said: "In general, we oppose anything that's going to reduce the acres available for timber production."

Carol Johnson, executive director of the North Olympic Timber Action Council — an industry group that opposes Wild Olympics — and Green Crow President Randy Johnson said they could not comment until they have studied the 27-page bill.

Kilmer said he is convinced the proposal will not have an impact on the national forest timber harvest.

Kilmer spokesman Stephen Carter said 99 percent of the land that would be set aside "can't be harvested under the Northwest Forest Plan because it's old-growth or protected."

Wild Olympics legislation was originally introduced in 2012 by Murray and former U.S. Rep. Norm Dicks, Kilmer's

6th Congressional District predecessor.

The new version has several changes from the original bill.

Kilmer said Thursday that the main differences between the latest Wild Olympics legislation — HR 3922 and SB 1949 — and past versions are that wilderness designations will not result in additional road closures or affect private property rights, that they cannot be expanded administratively by the Forest Service and that the Forest Service's ability to fight forest fires and insect infestations is not diminished.

Kilmer, a Port Angeles native, said the Wild Olympics bill "designates some of the most environmentally sensitive parts of our region so that they will be protected for future generations."

Increase harvests

He added: "I also understand the views of those concerned that more needs to be done to responsibly increase harvests in our federal forests."

Courtney said he appreciates Kilmer's "efforts and thoughts he has around maintaining a viable timber industry on the Peninsula."

Said Carter: "Increasing the timber harvest is something that Derek has been working on."

"He believes the timber industry is an important part of the economy. That's why he started the Olympic Peninsula Collaborative."

Peninsula collaborative

The collaborative is a group of 16 forestry and environmental groups whose goal is to increase the timber harvest in Olympic National Forest in an environmentally responsible manner.

Participants include the Wild Olympics Campaign, Simpson Lumber Co., the Olympic Peninsula Audubon Society — and the American Forest Resource Council, which opposes Kilmer's and Murray's Wild Olympics legislation.

Wild Olympics Campaign Chairwoman Connie Gallant of Quilcene has said she was "thrilled" about the introduction of the bill, adding that it would benefit all.

Partin said the American Forest Resource Council supports a "balanced approach to meeting the economic, social and conservation needs of the Olympic Peninsula."

"We cannot support piecemeal measures that fail to address the challenges facing our rural, forested communities," he said.

Reporter Rob Ollikainen can be reached at 360-452-2345, ext. 5072, or at rollikainen@peninsuladailynews.com.

Senior Staff Writer Paul Gottlieb contributed to this report.

Congressman touts economic initiative

Kilmer introduces package of proposed Peninsula legislation

By PAUL GOTTLIEB
PENINSULA DAILY NEWS

PORT ANGELES — Wild Olympics legislation submitted for congressional consideration Friday is part of a broadly based "Olympic Peninsula Economic Development Initiative" that U.S. Rep. Derek Kilmer is promoting.

While Kilmer introduced a new version of the Wild Olympics proposal in concert with Sen. Patty Murray, D-Bothell, the rest of the economic development initiative is from Kilmer only.



Kilmer

Kilmer said he is responding to high unemployment on the Peninsula.

He intends to introduce new legislation proposed in the initiative within the next month or so, Kilmer's spokesman, Stephen Carter, said Friday.

"Not all of the bills would necessarily cost money," Carter said in an email in response to a query on the cost of the legislation.

"In fact, most federal programs are first authorized in order to set up a framework for a program, but this does not guarantee local funding."

"Congress still has to pass its annual appropriations bills, which fund the government."

"Those bills break down funding levels for specific programs and activities."

Jobs hard to determine

It's hard to determine how many jobs would be created by legislation included in the initiative, Carter said.

"Many of these specific programs came from ideas that folks have suggested would help address some of the region's needs," he said.

"It would be difficult at this stage to give you an accurate prediction of how many jobs these bills would create or maintain if they were all passed."

Along with the Wild Olympics Wilderness and Wild and Scenic Rivers Act of 2014, the 12-page initiative includes new and expanded legislative efforts by Kilmer, a Gig Harbor Democrat and Port Angeles native whose 6th Congressional District includes Clallam and Jefferson counties.

Kilmer bills

They are:

■ **The America Recruits Act** is bipartisan legislation that Kilmer has worked on with Sen. Mark Warner, D-Va., and Rep. Frank Wolf, a Virginia Republican.

Its goal is to generate jobs in rural regions where jobs have been moved to other countries.

It would create a competitive grant program for states, providing up to \$5,000 in forgivable loans for every new manufacturing job created and maintained for at least five years.

It would include training and education programs, and expedite

federal financing to allow companies to increase export capacity.

Kilmer, Warner and Wolf are still working on the final details of the bill.

The cost of the legislation will be offset by cuts to government printing costs, Carter said.

■ **In the Coastal Resiliency Act of 2014**, Kilmer would have the federal government provide financial and technical assistance to coastal states to protect communities from natural hazards, protect coastal habitats and maintain working waterfronts.

It would put forward policy objectives to help guide federal funding decisions, Carter said.

■ **Congress should do more to promote mobility needs** of disabled and transit-dependent populations in rural communities, according to Kilmer's initiative.

The efforts would be part of the reauthorization of surface transportation legislation known as MAP-21.

■ **Kilmer will introduce the Promoting Rural Broadband Act** to help businesses, improve education and enhance public safety.

The Federal Communications Commission would promote expansion of services such as broadband to populations in unserved and underserved areas.

"If passed into law, this would require the FCC to use its own resources, which it receives from annual funding bills passed by Congress, to boost its outreach," Carter said.

■ **In the Ocean Acidification Innovation Act**, Kilmer is working with 10th District U.S. Rep. Denny Heck, D-Olympia.

It would contain new measures to monitor the environmental health of coastal waters and study the causes and impacts of acidification on fisheries.

Stakeholders would participate in competitions "to stimulate innovation and advance our ability to understand, research and monitor ocean acidification and its impacts," according to the initiative.

Federal agencies would be authorized to use existing resources for prizes.

■ **Kilmer will introduce the Regional Innovation and Entrepreneurship Enhancement Act** to ensure that the federal Regional Innovation Program continues to have regional firms and industries address common needs for talent, technology or infrastructure.

The Department of Commerce would boost its focus on bringing programs to rural areas.

"My goal is to encourage local industries out on the Olympic Peninsula to take advantage of this program to help develop new markets, attract new investment or train a highly skilled workforce," according to the initiative.

It also would intend to strengthen the ability of the Office of Innovation and Entrepreneurship to facilitate federal loan guarantees for technological

Private meetings planned

PENINSULA DAILY NEWS

PORT ANGELES — U.S. Rep. Derek Kilmer, D-Gig Harbor is holding a "state of the district" tour through Jan. 27.

Kilmer, whose 6th Congressional District includes Clallam and Jefferson counties, will be meeting mostly with by-invitation-only organizations in the district and is not releasing an itinerary, spokesman Stephen Carter said Friday.

"We prefer not to have those published," he said of the meeting dates.

Organizations will make it known Kilmer will be present to discuss legislative issues "if they want to," Carter said.

"There will be no town hall meetings."

Kilmer, a Port Angeles native, will be the keynote speaker at the Clallam County Economic Development Council's annual dinner Jan. 31 at the Red Lion Hotel in Port Angeles.

It is open to the public (see story, Page A9 today).

advancements in manufacturing.

"This bill authorizes the program but would not directly spend any money," Carter said.

■ **The Skills Investment Act** — HR 1939 — which Kilmer already has introduced, would create "lifelong learning accounts" to help workers stay competitive in the workforce.

Workers and employers would receive tax credits for their contributions to the accounts.

The legislation would provide grants to states to design, establish and implement the accounts, with the federal government covering 80 percent of the cost and states providing the remainder from state, local or private sources.

It would create a tax credit for employers with 250 or fewer employees for 25 percent of their contributions to their employees' accounts.

Employers would receive an additional credit of up to \$500 for as many as three years to cover administrative costs.

Career counseling also would be provided to employees with lifelong learning accounts.

The accounts "would have to be funded through the normal appropriations process," Carter said.

"Rep. Kilmer recognizes that if the legislation moves forward, he would need to work with his colleagues on both sides of the aisle to identify an appropriate offset for the bill."

Senior Staff Writer Paul Gottlieb can be reached at 360-452-2345, ext. 5060, or at pgottlieb@peninsuladailynews.com.

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10 AM \$5 Individual, \$10 Family

House, Senate taking week off to observe King holiday

Briefly ...

Constitution coalition will meet Tuesday

AGNEW — The North Olympic Peninsula geographical area of the Washington Coalition to Amend the Constitution is meeting in conjunction with MoveOn Clallam County at 7 p.m. Tuesday.

The meeting will be at Olympic Unitarian Universalist Fellowship, 73 Howe Road, with a potluck at 6:30 p.m.

The all-volunteer coalition intends "to make Washington the 17th state to call for a solution to the big money and corruption affecting our democracy and our lives."

The group will work on a plan to gather signatures to place Initiative 1329 on the ballot this year.

For more information, visit www.wamend.org.

For more on the meeting, phone Andrea Radich at 360-457-6884.

'Jewels' on screen

PORT TOWNSEND — The Ballet in Cinema series at the Rose Theatre continues with George Balanchine's "Jewels," at 11 a.m. Tuesday.

The Bolshoi Ballet performs three dances: "Emeralds" to music by Gabriel Faure; "Rubies" to music by Igor Stravinsky; and "Diamonds" to Tchaikovsky.

Tickets are \$15 for adults, \$14 for seniors and \$12 for children; for reservations and details, stop by the Rose Theatre at 235 Taylor St., visit www.RoseTheatre.com or phone 360-385-1089.

Alley closures

PORT ANGELES — Two alleys will be closed for up to nine hours Tuesday and Wednesday for crews to perform soil infiltration testing.

The two alleys are the Front and Georgiana streets alley between

Eu nice and Albert streets and the Fourth and Fifth street alley between Chambers and Washington streets.

Crews are testing to find suitable locations for permeable pavement in the Peabody and Francis streets basins for the Green Low Impact Development Project.

For more information, contact Jonathan Boehme, project manager at 360-417-4811 or jboehme@cityofpa.us.

Serenity meeting

PORT ANGELES — The Serenity House of Clallam County board of directors will hold its annual meeting in the Community Room of the Port Angeles Housing Resource Center, 535 E. First St., at 5:30 p.m. Tuesday.

The meeting is open to the public and will include awards to volunteers from the Port Angeles and Sequim thrift stores.

Light refreshments will be offered.

The board also will present its 2014 officers, approve its 2014 budget and deliver the 2013 annual report.

For more information, phone Kathy Wahto at 360-452-7224.

Annual meeting

SEQUIM — Photographer and bird enthusiast Dow Lambert will speak at the Friends of the Sequim Library annual general meeting Tuesday.

The event will be held in the Pioneer Memorial Park clubhouse, 387 E. Washington St., at 1 p.m.

Peninsula Daily News

Eye on Congress



Murray



Cantwell



Kilmer

Republican leadership quashed their bill.

A yes vote was to block the Democratic bill.

Kilmer

voted no.

AFFORDABLE CARE ACT REPORTS:

Voting 259 for and 154 against, the House on Thursday passed a Republican bill (HR 3362) that would require the administration to publish weekly reports on consumer contracts with the Affordable Care Act website and help center as well as information about the administration's use of insurance agents, brokers and navigators to help consumers obtain ACA coverage.

Backers called the bill an accountability step, while critics saw it as harassment of ACA officials.

On its own, the administration has begun publishing monthly reports showing the number ACA enrollees in federal and state marketplaces and their demographic information.

A yes vote was to send the bill to the Senate, where it is expected to die.

Kilmer voted no.

REPORTS ON HEALTH-LAW PLUSES:

The House on Thursday defeated, 186 for and 226 against, a bid by Democrats to broaden HR 3362 (above) so that its required weekly reports on the Affordable Care Act also show the number of Americans receiving tax credits for buying insurance under the law or who no longer face coverage denials based on pre-existing conditions or annual or lifetime limits on claims payments by their carrier.

A yes vote backed the Democratic motion.

Kilmer voted yes.

\$1.1 TRILLION SPENDING BILL:

Voting 72 for and 26 against, the Senate on Thursday sent President Obama a bill (HR 3547, above) that would appropriate \$1.1 trillion in discretionary spending for fiscal 2014.

This represents nearly one-third of total federal outlays for the budget year ending Sept. 30, with Social Security, Medicare, Medicaid, farm subsidies, debt service and other mandatory-spending programs and obligations accounting for the remainder.

In addition to provisions noted above, the bill cuts \$1 billion from the Affordable Care Act's Prevention and Public Health Fund; prohibits funding for high-speed rail projects; increases spending for embassy security overseas; bars funding to implement stricter energy-efficiency standards for light bulbs; trims the legislative-branch budget and freezes Vice President

spending this fiscal year, with \$572.6 billion allocated to the Department of Defense and the remainder spent on domestic and foreign-affairs programs.

Backed by 72 percent of Republicans who voted and 99 percent of Democrats casting votes, the bill returns Congress to a stable appropriations process through Sept. 30 following four years of crisis-driven, stopgap budgeting that culminated in a 16-day partial government shutdown last October.

Among non-defense agencies and programs receiving budget increases in the 1,582-page bill are the Army Corps of Engineers, Border Patrol, Coast Guard, customs enforcement, Federal Aviation Administration, Federal Bureau of Investigation, Head Start, mental health, National Aeronautics and Space Administration, National Institutes of Health, nuclear-weapons maintenance, transportation infrastructure, renewable energy, veterans' health care and the Women's, Infants, Children, or WIC nutrition program.

Agencies whose budgets are cut or frozen by the bill are the Agency for International Development, Environmental Protection Agency, Federal Communications Commission, Fish and Wildlife Service, Internal Revenue Service, Securities and Exchange Commission and Transportation Security Agency.

The bill retains Saturday mail deliveries and prevents closures of rural post offices; funds a 1 percent pay raise for federal workers; prevents most scheduled premium increases for federal flood insurance; exempts disabled veterans and surviving spouses from scheduled curbs in COLA increases for veterans younger than 62; funds a panel to examine the extent to which 9/11 Commission recommendations have been implemented and authorizes an active-duty military force of 1.36 million troops, down slightly from 2013.

A yes vote was to send the bill to the Senate

Kilmer voted yes.

EXTENDED JOBLESS BENEFITS: On a procedural vote of 228 for and 195 against, the House on Wednesday blocked a bid by Democrats for a direct vote on their bill to provide three more months of unemployment checks for more than 1.3 million of the long-term jobless whose allotments of extended benefits began to expire Dec. 28.

Democrats forced this vote during debate on HR 3547 (above) after the

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Now Showing

“American Hustle” (R)
“King: A Filmed Record . . . Montgomery to Memphis” (NR)
“Saving Mr. Banks” (PG-13)

The Starlight Room (21-and-older venue),

Port Townsend (360-385-1089)
“Her” (R)

Uptown Theatre, Port Townsend (360-385-3883)
“August: Osage County” (R)

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Deer Park Cinema, Port Angeles (360-452-7176)

“Frozen” (PG; animated)
“Gravity” (PG-13)
“The Hobbit: The Desolation of Smaug” (PG-13)
“Lone Survivor” (R)
“Saving Mr. Banks” (PG-13)

Lincoln Theater, Port Angeles (360-457-7997)

“Anchorman 2” (PG-13)
“Captain Phillips” (PG-13)
“The Hunger Games: Catching Fire” (PG-13)
“The Nut Job” (PG; animated)

The Rose Theatre, Port Townsend (360-385-1089)

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6506 Hampton Blvd., Norfolk, VA 23508

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Port Townsend Leader

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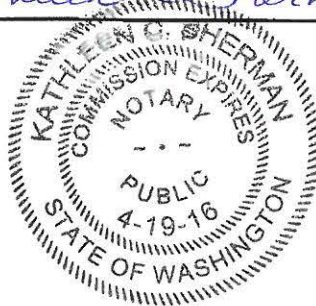
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Notary Public Signature, seal below



observation deck

News around town: Seahawks tutu

By Patrick J. Sullivan

Cheering for the young person seeking a job to get a break, cheering for the old person who fell on the ski slopes and has a break, cheering for the Seahawks, whose defense did not break and now they're in the Super Bowl, and cheering for another slice of Port Townsend Observation Deck News Around Town:



T-SHIRT SAYING OF THE WEEK: "Why don't you stop annoying me?"

TUTU NEWS: His wife made a blue-and-green tutu for Seattle Seahawks Blue Friday, to go along with her other Seahawks fanaphernalia. Her husband, although a fan, is not a true believer, and two weeks ago, he said (there are witnesses) that if the Hawks made the Super Bowl, he would wear her tutu while golfing with the guys. Initially, he thought it would embarrass his buddies if he wore it at the course. Sorry, fella, but they cannot wait to trot you out there with them, the sooner, the better. Go, Hawks!

SCHOOL NEWS: "The girl who came to the preschool open house saying she didn't want to come to preschool threw a fit at the end of the day because she didn't want to leave," says Quilcene's one and only preschool teacher. "Hmmm."

ADVICE OF THE WEEK: This is proof that good advice ages well; I found this in an 1894 Leader newspaper: "When you want a friend, don't choose someone whose children are afraid of them."

QUOTE OF THE WEEK: A blue-and-white Seattle Seahawks fan and self-proclaimed host of awesome football parties has a great friend planning a visit from Colorado, which happens to include Super Bowl Sunday. She warned her pal about showing up attired in Denver Broncos orange. "If you are coming to my house wearing orange, it better be because I just picked you up from jail."

(Leader editor Patrick J. Sullivan heard you yelling for the Hawks, and now he wants to hear your News Around Town. Contributions are welcome at psullivan@ptleader.com.)

FREAKY FRIDAY NEWS: Friday morning was a strange day in Port Townsend, for some more than others. A husband and wife were involved in a Superior Court sentencing hearing, then could not leave because the court was under lockdown due to the discovery of a white substance in a courthouse restroom. On their way out of town, they were involved in a three-car accident, which led to the need for a rental car, and when they got back home in PT, there was a bomb scare at Blue Heron Middle School, across the street from their house, where they saw the same cops they had seen at the other incidents earlier in the day.

DISCOVERY OF THE WEEK Their indoor/outdoor cat comes and goes, but this absence was unexplained. "Our cat has been missing for two and a half days," she said. "Today I opened the guest room door. Guess who came out."

FAIR PLAY NEWS: It's not a done deal, but it's close. Port Townsend and Chimacum sport teams are headed to a new Class 1A High school league with Coupeville and Klahowya. It means less travel and less class time missed for student athletes. And as one CHS coach noted: "The kids have heard so much about the fairness thing, it's gotten inside their heads. 'It's not fair to play a big 2A school. It's not fair to play a private school.' It'll be good to get back to being a 1A public school playing another 1A public school, and you win or you lose and that's all there is."



Port demolishes derelict vessel

Brinnon resident Karen Broome's boat Treasure Hunter I (above, pictured Jan. 20) was demolished by the Port of Port Townsend (below) on Jan. 21. Broome was not present for the demolition of the 50-foot wooden vessel, which caught fire in the boatyard on Sept. 27, 2013 due to an apparent electrical problem. The Port relocated the partially burned hulk to the shipyard while negotiating with Broome for its removal. Broome had the boat's burned stern sawed off and removed, and whitewashed the bow and cabin sections, which she had hoped to move offsite. After initial deadlines were not met, the Port on Jan. 17 was awarded ownership in a Jefferson County Superior Court hearing. When the boat was still on Port property Tuesday morning, it was crushed in about 10 minutes and prepared for disposal. Photos by Megan Claffin



Jefferson County Administrator Philip Morley (left) and Bob Hamlin, director of the Department of Emergency Management, discuss the newly adopted Comprehensive Emergency Management Plan with the Jefferson County Board of Commissioners on Jan. 13. Photo by Alana Linderoth

Emergency management plan gets unanimous vote

By Alana Linderoth Contributor

When it comes to emergency management issues, the Jefferson County Board of Commissioners and the Port Townsend City Council see eye to eye.

The county board on Jan. 13 adopted a joint city-county emergency management document known as the Comprehensive Emergency Management Plan (CEMP). The city adopted the plan in November.

A CEMP is a requirement of all local emergency management programs defined by the Revised Code of Washington, said Bob Hamlin, the county's director of the Department of Emergency Management. The new CEMP replaces the 2009 plan and includes new partners like Jefferson

Public Utility District.

"Having a joint city and county emergency action plan is not only about having a plan, but having active relationships," County Administrator Philip Morley said.

Hamlin said the CEMP provides an over-arching framework for emergency management and "the idea is to not be exchanging business cards during an emergency."

Hamlin admits mitigation is the costly side of emergency management, but it is vital for a prepared community. However, the adoption of the updated CEMP has neutral fiscal impact, as it is simply an ongoing requirement of the program, he noted.

City Council member Deborah Stinson sat in on the meeting in support of

the CEMP. Stinson has been an active force for Local 20/20, which has about 125 neighborhoods involved in a neighborhood preparedness partnership.

"I think we've really taken it [disaster preparedness] to a new level this year," Stinson said.

In addition, the joint acceptance of the CEMP demonstrates the collaboration between the elected officials, Morley said. The collaboration is critical in regard to the CEMP because of the community it serves.

The relatively small size of the Jefferson County community is both an advantage and disadvantage, Hamlin said. A small community tends to have stronger communication and cooperation, but also fewer resources; which is why a joint plan is ideal.

Fuel: Companies filling in

Continued from page 1

"We are thinking about it at this time. We're interested in coming up, but we haven't set anything yet," Lee said, adding he, too, had been getting "quite a few calls" from potential Jefferson County customers.

CHS Inc. of Poulsbo no longer delivers fuel oil and AJ Discount Heating, which also as listed as serving Kitsap, did not answer the phone on Tuesday morning.

Pettit Oil had been one of the larger heating oil distributors in Jefferson County and had purchased SC Fuels not long before filing for Chapter 11 and protection from creditors.

A meeting of potential creditors has been set for March 10 in U.S. Bankruptcy Court in Tacoma.

For customers who are calling Pettit, the company message is short, simple and to the point.

"We regret to inform you that after many years of service, Pettit Oil has closed its doors and is no longer

"We're crossing the [Hood Canal] Bridge every day this week."

Terry Cooper
Cooper Fuel & Auto Repair
of Bremerton

in business. We appreciate your many years of loyalty as a customer," the message says. A website for Pettit has been taken down.

Commercial and residential customers who had used Pettit need a new supplier.

For example, Sara Bonneville, manager of fiscal and personnel services at Port Townsend School District 50, said Tuesday she's been working on finding a new fuel provider for the district's fleet of vehicles. While no decision has been made on a permanent supplier, she said options include fueling at Cenex in Chimacum and pos-

sibly using Safeway more because the district already has a corporate account.

CUSTOMER OPTIONS

Masco Petroleum's number is 1-877-537-9744. Mason said people with questions can email him at seanm@masonpetroleum.com and people can find a credit application on the company's website.

Cooper Fuel & Auto Repair's number is 360-377-2894. Cooper noted that her company offers discounts to seniors, military and people who are disabled.

Both Masco and Cooper accept credit cards and cash and both have an automatic-fill option as did Pettit.



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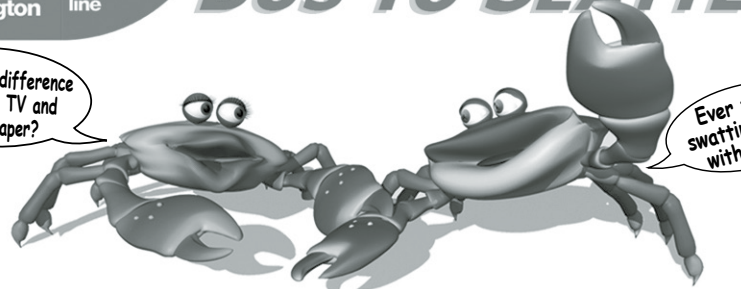
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I, Kathryn Schultz, being duly sworn on oath now and during all times herein stated, have been the publisher and designated agent of the publication known as,

Skagit Valley Herald ("Publication")

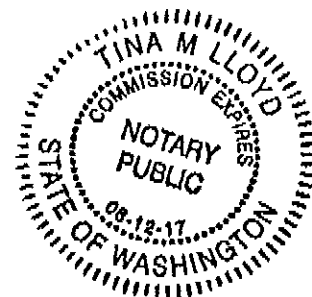
And have full knowledge of the facts herein stated as follows:

The insert for Ecology + Environment ("Ad/Advertiser) with Insertion Order No. dated 1/15/14 was distributed to the Publication's full circulation on the 20th day of January, 2014.
21st
22nd

BY: Kathryn Schultz

Subscribed and sworn to before me
 This 5th day of February, 2014.

Tina M. Lloyd
 Notary Public



NATION

GERMANTOWN, Mo.

Police: Md. woman charged in children's death feared devil

A Maryland woman charged with killing two of her children has told investigators that she thought an exorcism was necessary to remove the presence of the devil and evil spirits, a police captain said Sunday.

TRENTON, N.J.

N.J. mayor: Sandy aid ultimatum came from Christie

The Democratic mayor of a town severely flooded by Superstorm Sandy said Sunday that she was told an ultimatum tying recovery funds to her support for a prime real estate project came directly from Republican Gov. Chris Christie, a claim a Christie spokesman called "categorically false."

Hoboken Mayor Dawn Zimmer said she met with federal prosecutors in Newark for several hours Sunday at their request and turned over a journal and other documents. "I will provide any requested information and testify under oath about the facts of what happened when the Lieutenant Gov-

ernor came to Hoboken and told me that Sandy aid would be contingent on moving forward with a private development project," she said in a statement Sunday night.

WORLD

BAGHDAD

Iraq announces offensive against al-Qaida militants

Iraqi government forces and allied tribal militias launched an all-out offensive Sunday to push al-Qaida militants from a provincial capital, an assault that killed or wounded some 20 police officers and government-allied tribesmen, officials said.

ISLAMABAD

Blast near Pakistani army headquarters kills nine

A suicide bomber blew himself up not far from Pakistan's military headquarters Monday, killing nine people a day after a Taliban bombing inside an army compound in the northwest of the country killed at least 20 troops, officials and militants said.

Compiled from news services

ALMANAC

Compiled from news services

Today in history: On Jan. 20, 1981, Iran released 52 Americans it had held hostage for 444 days, minutes after the presidency had passed from Jimmy Carter to Ronald Reagan.

exterminating Jews.

In 1961, John F. Kennedy was inaugurated as the 35th President of the United States. In 1986, the United States observed the first federal holiday in honor of slain civil rights leader Martin Luther King Jr.

Today's birthdays: Former astronaut Buzz Aldrin is 84. Olympic gold medal figure skater Carol Heiss is 74. Singer Eric Stewart is 69. Movie director David Lynch is 68. Rock musician Paul Stanley (KISS) is 62. Rock musician Ian Hill (Judas Priest) is 62. Comedian Bill Maher is 58. Actor Lorenzo Lamas is 56. Rock musician Greg K. (The Offspring) is 49. Actor Rainn Wilson is 48. Rock musician Rob Bourdon (Linkin Park) is 35. Rock singer Kevin Parker (Tame Impala) is 28.

LOTTERY

These Washington lotteries were drawn Sunday: Daily Game: 0-8-3. Keno: 01-11-13-15-20-26-31-40-43-45-46-47-48-51-56-60-64-69-74-75. Match 4: 04-08-17-23

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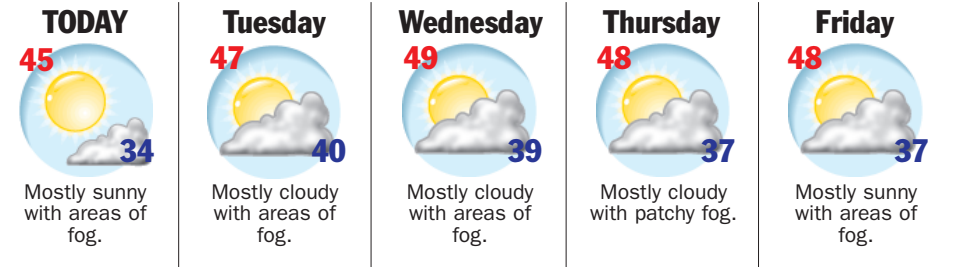
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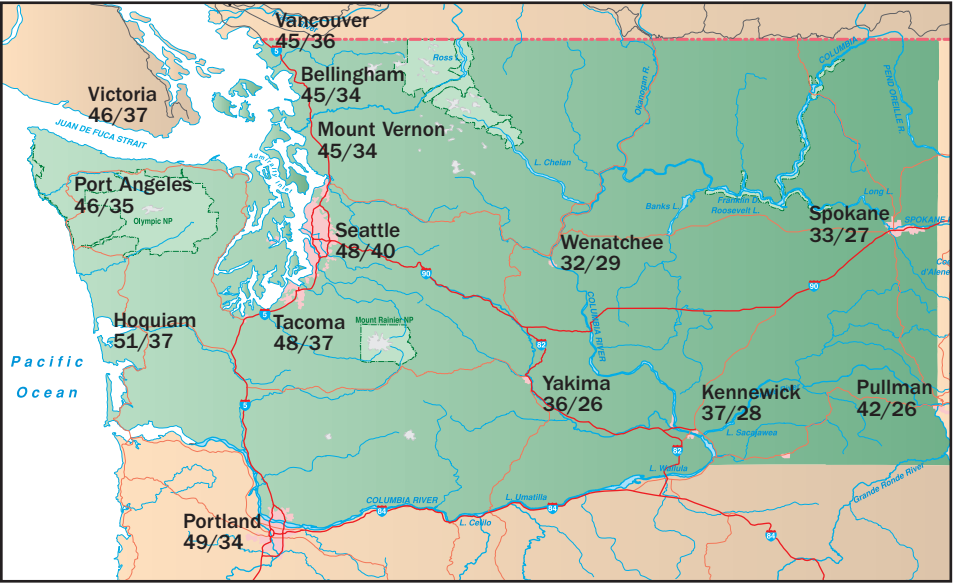
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MOUNT VERNON 5-DAY FORECAST



REGIONAL FORECAST



MARINE REPORT

Strait of Juan de Fuca: Winds Monday will be from the east at 5 to 15 knots, with waves of 2 feet. Admiralty Inlet: Winds Monday will be from the north-west around 10 knots, with waves of 1 foot or less.

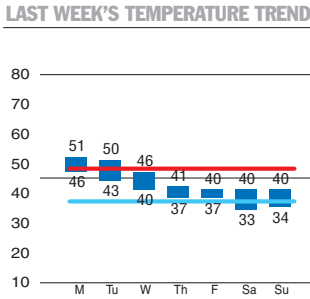
PASS REPORT

Washington mountain pass conditions as reported yesterday by the state Department of Transportation: Mount Baker: Roadway bare with frost in places. Traction Tires Advised, Oversize Vehicles Prohibited.

AGRICULTURE REPORT

Expect mostly sunny skies with areas of fog today. Temperatures will be slightly below average for this time of year. Winds will be calm. A weak storm system will move through the area tomorrow night, bringing a slight chance of showers.

ALMANAC



TEMPERATURE Recorded at WSU NWREC. Yesterday's high/low 40/34. Normal high/low 47/36. Last year high/low 35/28.

BAROMETRIC PRESSURE. Yesterday's maximum 30.26. Yesterday's minimum 30.20.

PRECIPITATION. Unofficial amounts taken at spots around the county. WSU Mount Vernon 0.0". Lyman 0.0". Anacortes 0.0".

RIVER LEVELS Readings yes. (in feet). Skagit River: Mount Vernon -0.72, Concrete -0.17. Sauk River: Near Rockport -0.11.

On this date in 1993, a fast-moving storm produced high winds across the Pacific Northwest. Winds gusted to near 100 mph at the mouth of the Columbia River, and several towns lost power.

SUN AND MOON. Sunrise today 7:52 a.m. Sunset today 4:50 p.m. Sunrise tomorrow 7:51 a.m. Sunset tomorrow 4:51 p.m.

IN THE SKY TONIGHT. An hour after sunset, the "Heavenly Waters" occupy the southwestern and southeastern skies, containing the faint constellations Aquarius the Water-Carrier, Pisces the Fishes, Cetus the Sea Monster, and Eridanus the River.

Table with tide and moon phase information for various locations like Anacortes, Friday Harbor, and Swinomish Channel.

SKI REPORT. Latest conditions, as supplied by SnoCountry Mountain Reports: Crystal Mountain Machine groomed; 23-66 inch base; 57 of 57 open.

AROUND THE STATE

Table of weather conditions across various cities in Washington state.

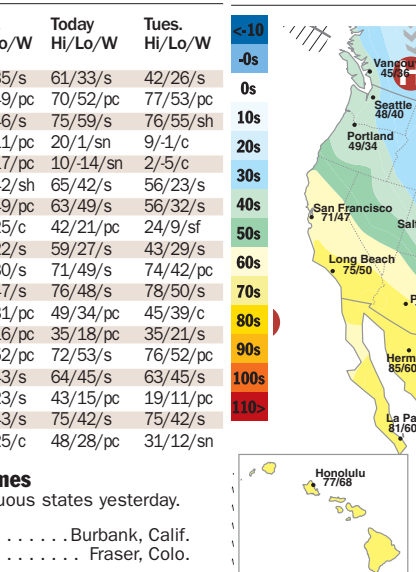
AROUND THE WORLD

Table of weather conditions across various international cities.

AROUND THE NATION

Table of weather conditions across various cities in the United States.

U.S. & MEXICO



AROUND THE WORLD

Table of weather conditions across various international cities.

News Desk: 360-416-2143 / news@skagitpublishing.com

Police group recognizes Hayes' work as lawmaker



Skagit Valley Herald staff

The Washington Council of Police and Sheriffs named state Rep. Dave Hayes as its 2013 Legislator of the Year for the House Republican Caucus.

Hayes, R-Camano Island, is in his first term in the Legislature, serving the 10th Legislative

District. He is also an assistant ranking member of the House Public Safety Committee, a sergeant with the Snohomish County Sheriff's Office and former president and executive board member of the council.

"As a law enforcement officer and former president of the Washington Council of Police

and Sheriffs, Rep. Hayes understands the interests of our members and is a great advocate of our issues in the Legislature," Council President Craig Bulkley said in a news release. "This award is to show our appreciation for his work to help law enforcement officers across the state of Washington in their

efforts to protect and serve the public."

In addition to Hayes, the council recognized Sen. Kirk Pearson, R-Monroe, of the Senate Republican Caucus; Sen. Jeannie Darnelle, D-Tacoma, of the Senate Democratic Caucus; and Rep. Marcus Riccelli, D-Spokane, of the House Democratic Caucus.



On the beat

Here is a sampling of recent law enforcement calls in the area:

FIGHT

Mount Vernon police responded Sunday to two reported fights, both involving the same two people, police said. About 3:30 p.m., callers reported seeing a fight and a man with a bloody face in the 1800 block of Riverside Drive. When police arrived, no one involved wanted to cooperate. Shortly after 4 p.m., police received another call about a reported fight in the 500 block of East College Way. Officers found the same two people involved and informed both parties that if police were called again, at least one of them would go to jail. The pair said they had resolved their differences, shook hands and left.

WINDOW WATCHER

Mount Vernon police responded to a burglary in progress at City Hall shortly after noon Sunday. A person called to report that someone was walking around the building looking suspicious. Officers discovered that new windows were being installed in the building, and the person was just looking at the new windows.

ACCIDENT

State Patrol troopers responded to a vehicle accident on Highway 9 at Highway 538 about 12:45 p.m. Monday. A motorcycle, driven by a 77-year-old Mount Vernon man, collided with a car driven by a 17-year-old Sedro-Woolley boy after the teen turned south onto Highway 9. The motorcyclist, who was wearing a helmet, was taken by aid car to Skagit Valley Hospital in Mount Vernon. He was later airlifted to Harborview Medical Center in Seattle. The cause of the accident was listed as inattention, and the 17-year-old was issued a citation at the scene.

- Skagit Valley Herald staff



Frank Varga / Skagit Valley Herald

Police and fire officials from Mount Vernon began their investigation Monday of the fire at the former Alf Christianson Seed Co. that destroyed one building on Sunday.

Investigators find where fire started at former Christianson site, but no cause yet

By KERA WANIELISTA
@Kera_SVH

MOUNT VERNON — Police and fire officials from Mount Vernon were able to get inside the former Alf Christianson Seed Co. building Monday morning to begin investigating the fire that erupted Sunday morning, destroying one of the buildings on the site.

Officials were able to locate the room where the fire started and take pictures and gather information at the scene, said police spokeswoman Shannon Haigh. Crews were still working Monday on extin-

guishing hot-spots that remained on the northwest side of the building.

During the initial walk-through, Haigh said, no people were found inside the building. Cadaver dogs from the Skagit County Sheriff's Office were brought in Monday afternoon to search for possible victims. Nothing had been discovered as of press time Monday night.

"This building has a few different floors and perhaps even a basement they need to check through," Haigh said. "The water has really weakened the entire structure."

A man seen run-

ning from the scene was detained and questioned Sunday, Haigh said. The man, who claimed he had been sleeping in the building, said he was awakened by a crackling noise, but denied starting the fire. He was later released.

Police officers have spoken with local transients in the community, including at the Friendship House nearby, to determine if anyone else may have been in the building at the time, or if anyone is missing. No one was known to be missing, Haigh said.

On Monday, the Burlington Northern Santa Fe Railway line was reopened

after having been closed off and on throughout Sunday due to the proximity to the fire and the fire hoses laying across the track.

Multiple fire departments responded to the blaze Sunday, and by early afternoon officials decided to let the building burn while protecting the other buildings on the 9.5-acre property.

The former Alf Christianson Seed Co. property is one of two sites being considered by Skagit County officials as the home of a new county jail.

Jail Project manager Marc Estvold said it was unlikely the fire would

have an impact on the project. But there's the potential it could make the demolition more challenging if there's structural damage, he said.

If the site is chosen for the jail, most or all of the structures on the property would be demolished anyway.

Anyone with any information about the fire is encouraged to contact fire and police officials through the non-emergency dispatch line at 360-428-3211.

Reporter Kera Wanielista: 360-416-2141, kwanielista@skagitpublishing.com, Twitter: @Kera_SVH, face book.com/KeraReports

La Conner councilman resigns before taking seat

Skagit Valley Herald staff

LA CONNER — New Town Council member Troy Allen resigned his post before ever sitting in on a council meeting, and the town is accepting letters of interest for the position.

Allen, who was to begin his term this month, accepted a job at the Veterans Health Administration

in southern Oregon, said Mayor Ramon Hayes.

The town will advertise for the position, Hayes said, and expects the council will vote on a replacement during the first meeting in February.

At the next election cycle, should the chosen member be interested in staying on the council, he or she would have to run for election.

Allen received 58 percent of the vote in the November election, to opponent Chris Adams' 42 percent.

Adams said he would not apply for the open position because he is going to be out of town a lot during the next year.

Until next month's vote, the council has four members. Hayes would vote in the event of a tie.

Skagit Valley Herald

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HOW TO REACH US

President and Publisher Heather Hernandez
360-416-2100
hhernandez@skagitpublishing.com

Editor Colette Weeks
360-416-2132
cweeks@skagitpublishing.com

News Department 360-416-2160

Sports Department 360-416-2133
sports@skagitpublishing.com

Photo Department 360-416-2152
sterrell@skagitpublishing.com

Features Department 360-416-2135
features@skagitpublishing.com

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Educational Services (NIE)

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nie@skagitpublishing.com

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NAVY EXTENDS PUBLIC SCOPING PERIOD FOR ENVIRONMENTAL IMPACT STATEMENT FOR THE EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND

THE U.S. NAVY HAS EXTENDED THE SCOPING PERIOD FOR THE ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAS WHIDBEY ISLAND'S AULT FIELD AND OUTLYING LANDING FIELD (OLF) COUPEVILLE, including the proposed introduction of two additional expeditionary Electronic Attack (VAQ) squadrons and the addition of aircraft to the Fleet Replacement Squadron (FRS).

In response to public and elected official requests, and in order to ensure all surrounding communities have ample opportunity to provide input, the Navy has extended the scoping period until Friday, January 31. The scoping period began September 5, and the original deadline for scoping comments was January 3.

The lengthy public scoping period was due to the fact that the scoping meetings were scheduled for December 2013. These dates were chosen to avoid possible cancellation of the meetings during any government shutdown and to avoid conflicting with P-8A Draft Supplemental EIS public meetings and comment period. These meetings were also ongoing in the vicinity of NAS Whidbey Island during the same timeframe.

Public input is very important in order for the Navy to fully understand community concerns and relevant issues.

Members of the public may submit comments via mail to: EA-18G EIS Project Manager
Naval Facilities Engineering Command (NAVFAC) Atlantic
Attn: Code EV21/SS
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Comments may also be submitted to the project website: <http://www.whidbeyeis.com>.

All comments must be postmarked or received online no later than January 31, 2014.

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Survey for Puget Sound fisheries offers prize

Skagit Valley Herald staff

The public is invited to take an online survey regarding a state Department of Fish and Wildlife program for Puget Sound fisheries — and enter to win a fishing rod and reel.

The survey will be available through March 31, and anyone 13 or older is encouraged to participate. The winner of the drawing will be announced in April.

The survey is intended to gauge public understanding of the agency's Puget Sound Recreational Salmon and Marine Fish Enhancement Program.

The Legislature created the program in 1993 to improve recreational fishing in the Sound and support sustainable fish populations. It is funded by revenue from certain fishing licenses.

Ryan Lothrop, Fish and Wildlife's recreational salmon manager for Puget Sound, said in a news release that information from the survey will help state fishery managers shape future fishing opportunities.

The survey can be accessed at wdfw.wa.gov/fishing/salmon/psrfet/survey.html.

Search still on for missing elderly man

Skagit Valley Herald staff

BURLINGTON — The search for a 93-year-old Burlington man who disappeared along with his car continues.

The Skagit County Sheriff's Office is still looking for Fred Lahrmann, who was reported missing last Friday. Chief Deputy Chad Clark said Lahrmann is still missing though detectives have uncovered nothing suspicious about his disappearance.

Lahrmann is a white male with gray hair and blue eyes. He is 5-foot-6 and weighs 145 pounds. He uses a cane and often wears cowboy boots. Lahrmann's silver 1999 Buick Park Avenue sedan also is missing.

The Sheriff's Office has not yet provided a photo of Lahrmann.

Anyone with information should call the Sheriff's Office at 360-428-3211.

Pasado's gives \$1,690 for canceled fundraiser

By KERA WANIELISTA
@Kera_SVH

ANACORTES — After an uproar of negative publicity led to the cancellation of an Anacortes fundraising tradition, the organization that led the charge against the event has fulfilled its promise to bring in funds for the Anacortes 100 Food Bank.

Pasado's Safe Haven, an animal shelter located in the Snohomish County city of Sultan, promised to deliver money and food to the food bank providing Anacortes Eagles No. 249 canceled a donkey basketball event that had been scheduled for Jan. 18.

The event generally brings in about \$500 each year for the food bank, said food bank manager Belinda Dye.

"Five hundred dollars may not sound like a lot of money, but it is," she said. "It buys a lot of food."

To make up for the canceled fundraiser, Pasado's director of investigation Kim Koon told the Skagit Valley Herald last week that if the event were canceled, the group's supporters would gladly donate as much, if not more, money and food to the food bank than the Eagles would net from the game.

On Saturday, Pasado's presented a check in the amount of \$1,690 as well as 250 pounds of food, Dye said.

The result ended up being best for everybody, with Pasado's, the food bank, the Eagles and the Anacortes School District all benefiting from the outcome, Dye said.

"Personally I'd never heard of (Pasado's) before," she said. "We just talked about this was probably better than the donkey basketball because, you know, they said it was cruel to the animals and it stressed them out, and that was something I'd never thought about before."

Pasado's also delivered \$80 to the Eagles, representative David Mooney said. Mooney also said the Eagles will get back all of the money it fronted for the event,

which is run by Donkey Sports Inc.

The event, which was to be held at the Anacortes Middle School gym, drew criticism from around the world last week, leading to the event's cancellation and discontinuation for next year.

Anyone who purchased tickets for the canceled event may attend any one of three upcoming magic shows held at the Eagles Lodge.

Those magic shows will take place at 1, 3 and 5 p.m. Saturday, Jan. 25. Those wanting refunds should call the Eagles Lodge.

■ Reporter Kera Wanielist: 360-416-2141, kwanielist@skagitpublishing.com, Twitter: @Kera_SVH, facebook.com/KeraReports



Skagit Valley Herald file / October 2013

Mount Baker stands tall in the distance, capturing rain and snow that affect river and stream flows below all year long. The amount of snow pack affects water availability through the dry months of summer. The north Puget Sound region has about 75 percent of snow pack in the mountains typical for this time of year.

Dry winter could mean low stream flows in summer

By KIMBERLY CAUVEL
@Kimberly_SVH

MOUNT VERNON — Bright sun Tuesday morning over the Skagit Valley was followed by overcast skies hinting at a chance of rain, which has not been falling this winter in its usual amounts.

Aside from a chance of rain today, the forecast for the rest of the week looks much the same as the last: foggy mornings and sun breaking through later in the day, according to the National Weather Service.

Less rain and snow this winter can mean lower stream flows later in the year.

January rainfall data is not yet available for Skagit County because the volunteer-run, cooperative observer sites in Anacortes and Sedro-Woolley submit daily temperature and precipitation information at the end of each month, Weather Service meteorologist Johnny Burg said. But to the

north, Bellingham offers a fairly close reference.

As of Tuesday, Bellingham had been dry for eight days and was .85 inches below normal for rainfall during this time of year, Burg said. With those numbers, that city is on track to record its 10th driest January ever unless more rain falls before month's end.

Also as of Tuesday, data collected by the U.S. Department of Agriculture's Natural Resources Conservation Service reflects that the north Puget Sound region has about 75 percent of snow pack in the mountains typical for this time of year.

"That's not good, but it's probably not Top 10 material, either. ... What happens the rest of the winter will determine whether we're playing in the sprinkler this summer or sipping carefully from the tap," Skagit County water quality specialist Rick Haley said in an email.

With low winter rainfall and

snow accumulation in the mountains, stream flow may be lower later in the year, which can be problematic for fish habitat.

"In general, low stream flow does stress aquatic ecosystems," Haley said. "Especially in the summer, low flow means the streams heat up faster."

Fish are generally not used to warmer temperatures, which also lower the amount of oxygen and habitat space available in streams, he said.

"It has been drier than normal, and this is a trend that has been continuing since October," Burg said of the region's precipitation.

However, according to the National Oceanic and Atmospheric Administration's Climate Prediction Center, rainfall may rebound to normal levels in the Skagit-Whatcom area by February.

■ Reporter Kimberly Cauvel: 360-416-2199, kcauvel@skagitpublishing.com, Twitter: @Kimberly_SVH, facebook.com/bykimberlycauvel

Fish and Wildlife seeks fishing advisers

Skagit Valley Herald staff

The state Department of Fish and Wildlife is seeking volunteers to serve on a new advisory group for state fisheries.

Up to 15 applicants with knowledge of recreational inland fisheries for non-anadromous species such as trout, walleye, bass and panfish will be selected to serve on the Retailers and Manufacturers Advisory Group through 2015.

Members will meet quarterly to share ideas for increasing anglers' interest in inland fisheries and provide feedback on policy and management.

Applicants should be decision makers such as CEO, general manager, president or marketing director at outdoors-oriented businesses.

Applications should be sent to Kelly Cunningham by Friday, Feb. 14, at Kelly.Cunningham@dfw.wa.gov or Washington Department of Fish and Wildlife, 600 Capitol Way N., Olympia, WA 98501 and must include:

■ Applicant's name, address, phone number and email.

■ Relevant experience and reasons for wanting to serve.

■ Applicant's effectiveness in marketing to anglers and potential anglers.

Call 360-902-2325.

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■ If you feel an error has been made, please call Editor Colette Weeks at 360-416-2132.

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Mount Vernon, WA 98274
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HOW TO REACH US

President and Publisher Heather Hernandez
360-416-2100
hhernandez@skagitpublishing.com

Editor Colette Weeks
360-416-2132
cweeks@skagitpublishing.com

News Department 360-416-2160

Sports Department 360-416-2133
sports@skagitpublishing.com

Photo Department 360-416-2152
sterrell@skagitpublishing.com

Features Department 360-416-2135
features@skagitpublishing.com

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Educational Services (NIE)

360-416-2182
nie@skagitpublishing.com

Letters to the Editor:
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THE U.S. NAVY HAS EXTENDED THE SCOPING PERIOD FOR THE ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAS WHIDBEY ISLAND'S AULT FIELD AND OUTLYING LANDING FIELD (OLF) COUPEVILLE, including the proposed introduction of two additional expeditionary Electronic Attack (VAQ) squadrons and the addition of aircraft to the Fleet Replacement Squadron (FRS).

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

Comments may also be submitted to the project website: <http://www.whidbeyeis.com>.

All comments must be postmarked or received online no later than January 31, 2014.

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NAVY WILL HOLD TWO ADDITIONAL SCOPING MEETINGS AND EXTENDS PUBLIC SCOPING COMMENT PERIOD FOR ONGOING ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-18G GROWLER AIRFIELD OPERATIONS.

You are Invited to an Open House Scoping Meeting to Submit Comments on the Revised EIS Scope.
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NOVEMBER 29, 2014

Skagit River recedes, but some areas still underwater

The Skagit River receded below flood stage following moderate to major flooding in some areas of the county, following heavy rainfall days prior.

Skagit Valley Herald Christmas Fund
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Water watch: Skagit River spills over its banks

Parts of Skagit County are experiencing the first flooding of the season, along with windy, rigid air.

Flood warning more severe as Skagit River rises

UPDATES with river rising to 32.6 feet in Concrete.

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NAVY WILL HOLD TWO ADDITIONAL SCOPING MEETINGS AND EXTENDS PUBLIC SCOPING COMMENT PERIOD FOR ONGOING ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-186 GROWLER AIRFIELD OPERATIONS

AT THE REQUEST OF ELECTED OFFICIALS, THE NAVY IS HOLDING TWO ADDITIONAL OPEN HOUSE SCOPING MEETINGS to provide members of the public with the opportunity to review project-related information, ask questions of Navy representatives, and submit comments on the scope of analysis and content to be addressed in the EIS. Each of the scoping meetings will be informal and consist of information stations staffed by Navy representatives. Members of the public may arrive at the open house scoping meetings anytime between 3 p.m. and 6 p.m. on one of the following dates and locations:

<p>Wednesday, December 3, 2014 3:00 p.m. to 6:00 p.m. Lopez Center for Community and Arts 204 Village Road Lopez Island, WA 98261</p>	<p>Thursday, December 4, 2014 3:00 p.m. to 6:00 p.m. Fort Worden Conference Center – Commons B and C 200 Battery Way Port Townsend, WA 98368</p>
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The public scoping materials are available for review at <http://www.whidbeyeis.com> and at 14 area libraries. List of 14 area libraries where copies of scoping meeting booklets are available for review: Anacortes Public Library, Burlington Public Library, Camano Island Library, Coupeville Library, Guemes Island Library, La Conner Regional Library, Lopez Island Library, Lummi Island Library, Mount Vernon City Library, Oak Harbor City Library, Orcas Island Public Library, Port Townsend Public Library, San Juan Island Library and Seattle Central Public Library.

THE NAVY IS REQUESTING AND WELCOMES PUBLIC COMMENTS.* The public comment period for the EIS was initiated on October 10, 2014 and has been extended through January 9, 2015. Written and oral comments may be submitted at the scoping meetings. Written comments may also be submitted online at the project website or mailed to:

EA-186 EIS Project Manager
Naval Facilities Engineering Command (NAVFAC) Atlantic, Attn: Code EV21/SS
6506 Hampton Blvd., Norfolk, VA 23508

All comments must be postmarked or received online no later than January 9, 2015.

*The names, street addresses, email addresses and screen names, telephone numbers, and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state, and five-digit zip code of individuals who provide comments may be released.

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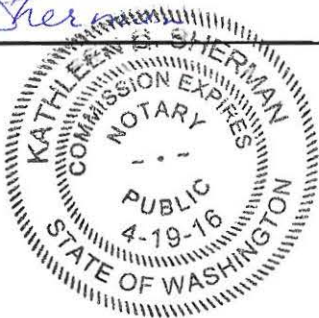
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The roundup

Page A4

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Saturday, January 18, 2014 • The South Whidbey Record

NEWSLINE | WEATHER REPORT: Morning fog today. Mostly cloudy Sunday. Partly sunny Monday and Tuesday.

FIRE/EMS

Chimney fire does \$20K in damage

A chimney fire Wednesday night did an estimated \$20,000 in damage to a Clinton home on Bailey Road.

The fire began about 8:30 p.m. Jan. 15 after the home's caretaker started a fire in the fireplace. South Whidbey Fire/EMS Chief Rusty Palmer said the chimney was recently cleaned, and the bricks may have been jostled and separated a bit near the ceiling. The

embers may have caught the adjoining wall on fire, though the flames were quickly knocked down by about 20 firefighters, he said.

"It didn't actually get into the structure at all," Palmer said.

No one was injured.

Palmer noted that to date, the fire district has responded to more calls than it did in January 2013. So far, South Whidbey Fire/EMS has answered 100 emergency calls, compared to the district's average of about 150 calls per month last year.

"We're hoping that's not a theme for the rest of the

year," Palmer said.

State auditors leave clean report

Auditors representing Washington State reported no findings and left only one minor recommendation for South Whidbey Fire/EMS — Fire Chief Rusty Palmer should initial the monthly financial reports.

Palmer said he has reviewed every report since he's been with the district, but has never left his autograph. Otherwise, it was a clean audit for the fire district.

"That was a wonderful thing," Palmer said.

The district has another audit ahead, likely by the end of summer. Federal funding helped the district pay for a new radio system, its firefighter retention program and a soon to be delivered \$486,000 fire suppression and marine response boat.

Palmer said the audit would likely be a short evaluation of the district's finances and bookkeeping to make sure the federal money was spent on the appropriate endeavors.

"Basically, they'll do a review, 'You bought a boat, where is it?'" he said.

South Whidbey Fire's

three federal grants included: a radio system grant which was shared with Camano Island Fire & Rescue for a total of \$400,000; a firefighter retention grant for \$200,000 over four years; and a grant that covered 75 percent, about \$356,250, of the fire boat's nearly \$500,000 price tag.

The vessel is expected to come in under budget upon final delivery later this month.

SOUTH END

Nelson picks up Oscar nomination

Freeland resident and Hollywood screenwriter Bob Nelson has added one more nomination to his name this awards season.

Nelson was nominated for an Oscar in the best original screenplay category for his screenplay, "Nebraska." Nelson is up against screenplays from "American Hustle," "Blue Jasmine," "Her" and "Dallas Buyers Club."

The screenwriter and the film were also nominated for categories in the Golden Globes, BAFTAs, Independent Spirit Awards and several other competitions.

"Nebraska" has also been nominated in five other



Bob Nelson

categories in the Oscars including best motion picture, best director, best actor, best supporting actress and best achievement in cinematography.

The 86th Academy Awards will air at 5:30 p.m. Sunday, March 2.

LANGLEY

Economic workshop planned

Bringing a business boom to Langley is the top priority for city leaders this year.

The Langley City Council will meet from 1 to 3 p.m. Thursday, Jan. 23, to discuss economic development at City Hall, 112 Second St.

Mayor Fred McCarthy presented a three-point

approach to economic development: employment, business development, and capital projects. The plan includes bringing people into the city to work, including those who are able to do their jobs remotely — dubbed "knowledge workers." One part of the business development goal is to have Langley shops commit to maintaining a physical presence in town and an online presence, including social media training.

Lunch for IT, remote workers

Anyone with an information technology background or who considers themselves a knowledge worker is invited to attend a city-sponsored lunch Tuesday, Jan. 28, in Langley.

The mayor's economic development sector lunch for January will be from noon to 1 p.m. at City Hall, 112 Second St.

It is billed as an opportunity for people who are able to work from home or remotely to connect with others like themselves, network, receive training and for Langley leaders to share some demographic and economic information about the city.

CORRECTION

In the calendar item "Restore wetlands with Stewards," on Page A12 of the Wednesday, Jan. 15, edition of the Record, the event was listed on the wrong date. The Stewards will meet to restore wetlands at the headwaters of Glendale Creek on Monday, Jan. 20.

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NAVY EXTENDS PUBLIC SCOPING PERIOD FOR ENVIRONMENTAL IMPACT STATEMENT FOR THE EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND

THE U.S. NAVY HAS EXTENDED THE SCOPING PERIOD FOR THE ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAS WHIDBEY ISLAND'S AULT FIELD AND OUTLYING LANDING FIELD (OLF) COUPEVILLE, including the proposed introduction of two additional expeditionary Electronic Attack (VAQ) squadrons and the addition of aircraft to the Fleet Replacement Squadron (FRS).

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Public input is very important in order for the Navy to fully understand community concerns and relevant issues.

Members of the public may submit comments via mail to:

EA-18G EIS Project Manager
Naval Facilities Engineering Command (NAVFAC) Atlantic
Attn: Code EV21/SS
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Notable

Clinton daughter makes Macalester dean's list

Claire Hofius, the daughter of Betsy and Douglas Hofius of Clinton, has been named to Macalester College's dean's list for academic achievement during the fall semester of the 2013-2014 school year.

Hofius is a graduate of South Whidbey High School and was a sophomore at Macalester last fall.

To be eligible for the dean's list a student must have been registered as a full-time, degree-seeking student and may not have been on a study away program. A student must also achieve a semester grade-point average of at least 3.75, 12 or more credits on a regular grading option, no grades below C-, and no withdrawal or incom-

plete grades for the semester.

Macalester College is a national liberal arts college with a full-time enrollment of 2,011 students in St. Paul, Minn. Founded in 1874, Macalester is nationally recognized for its longstanding commitment to academic excellence, internationalism, multiculturalism and civic engagement.

New arrival

Greenbank Birth Center

Oliver James Sykora

A warm welcome to Oliver James Sykora born at the Greenbank Birth Center on Thursday, Jan. 9, 2014. Oliver was born to parents Nora and James Sykora of Freeland along with big brother and sister Addison and Alice.

Oliver weighed 6 pounds, 9 ounces and was 19 inches long.

Midwife Cynthia Jaffe attended the birth.

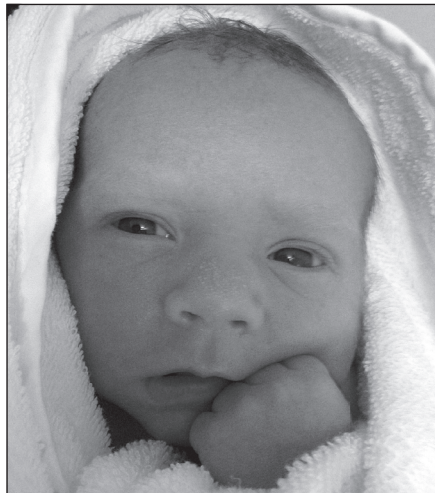


Photo courtesy of Rebecca Blankinship

Oliver James Sykora

Kudos

Girls Scouts prepare for the most delicious day of the year



Jeanne Juneau photo

Chloe Goethel, Devon King, Elizabeth Haines, Abbey Admundson, Taylor Ford, Eva Wirth and Cadence Mooring check out samples for the annual Girl Scout Cookie Rally held on Saturday, Jan. 11.

More than 100 girl scouts from South Whidbey Service Unit 151 gathered to prepare for their annual sale that starts Friday, Jan. 24.

The event helped to inspire, motivate and assist each scout in learning what the steps are to selling cookies and how to set selling goals.

Matrimony

Langley couple announces daughter's engagement

Christopher and Patricia Cook are pleased to announce the engagement of their daughter, Rebecca Starkweather,

to Jeffery Culver. Both are life-long residents of Langley, on Whidbey Island.

Have an item for the People page?

The South Whidbey Record is always on the lookout for items about people in the South Whidbey community. To submit an item, email: news@whidbeynewsgroup.com.



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[Browse the archives.](#)

Rotary opens tree and wreath stand

Today at 4:00PM

Members of the Whidbey Westside Rotary Club were busy as elves over the past few weeks gathering greens and making wreaths for the opening of the organization's tree stand in Bayview.

THE NAVY HAS ISSUED A REVISED NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR EA-16C GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND AND IS RE-SCOPING THE EIS EFFORT CURRENTLY UNDERWAY.

You are invited to an Open House Scoping Meeting to Submit Comments on the Revised EIS Scope.
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Building on sophomore class, girls try for more wins, playoffs | FALCON WINTER SPORTS PREVIEW

Nov 28, 2014 at 6:00PM updated Nov 30, 2014 at 10:36AM

The upswing for South Whidbey girls basketball may start this

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Prolific Coupeville artist Roger Purdue passes away

By Nathan Whalen
Staff Reporter

Whidbey lost a masterpiece this week.

Coupeville's Roger Purdue, a popular artist, educator and pilot, died early Sunday morning from complications of Parkinson's Disease.

Purdue, who enjoyed a career as a teacher in the Oak Harbor School District, was a prolific artist. His work can be seen throughout Central Whidbey Island. The salmon wheel at Island County Museum and the whale wheel at the Coupeville Wharf are just some of his creations.

Susan Berta, who helps run the Orca Network and organize the Penn Cove Water Festival, started working with Purdue in the early 1990s and when he started carving the salmon wheel a few years later.

"That project made it really clear to me how generous and dedicated Roger was," Berta said of the salmon wheel. Purdue donated his time and talents to make sure the salmon wheel was completed. It stood for years near the Coupeville Wharf where people could stop and give the wheel a spin. The wheel was eventually moved to the nearby museum. The whale wheel, which Purdue also helped design, is currently standing near the Coupeville Wharf.

Berta said the whale wheel project speaks to the kind of person Purdue was. It was a community-minded project; it reminded people of the Orca Capture; promoted the Penn Cove Water Festival; and helps keep the carving community alive on Whidbey Island.

In addition to the wheels, Purdue also designed the logos used for promotion materials for the Penn Cove Water Festival. Each year had a



file photo

Roger Purdue, left, talks with Gary Piazzon during an event where Purdue was honored for his efforts supporting the Penn Cove Water Festival.

different, Native-American inspired theme to it.

He was honored nearly a year ago for his efforts in supporting the festival. During a ceremony at the Coupeville Recreation Hall, Purdue received a cedar hat decorated with an eagle feather along with a button blanket — both of which were made by members of the Samish Nation.

Though he is gone, his work will be seen by festival goers for years to come. During that event, he presented the festival association with 15 years worth of logos.

He remained active in recent years, helping design a panel carving that will be installed at Island Transit's new headquarters. Berta wanted to tap Purdue's skills for a kinetic sculpture that would have highlights the dorsal fins of whales.

Purdue was born on Orcas Island in 1938. Wilbur Purdue said his dad spent his childhood hunting and fishing. Roger's dad owned a service station in Eastsound and his mom ran a radio sta-

tion for the airline that served Orcas Island at the time. Wilbur said that sparked Roger's interest in airplanes.

Purdue graduated with an art degree and a minor in education from Western Washington University before starting his career as a teacher in the Oak Harbor School District.

"He was always working on projects," Wilbur said. Those projects included building and flying airplanes, rebuilding tractors, and his recent work as a carver. He started focusing on wood-carving in the mid 1990s.

Purdue was diagnosed with Parkinson's about eight years ago. As Roger's health declined in recent days, family and friends stopped by his home last week to have a friendly visit with the artist.

"We had a really nice week as a family," Wilbur said adding visitors got to visit and share stories with Roger.

Purdue is survived by his wife Sara; son Wilbur and his wife Julieanna; daughter



Photo courtesy of the Purdue family

Roger Purdue carves a salmon wheel that had been on display for years near the Coupeville Wharf before it was moved to the museum. He passed away Sunday.

Grace; grandson Henry; and sister Jennie, and her husband, Kelly.

A celebration of life will take place from 11 a.m. to 3 p.m., Sunday, March 3, at the Coupeville Recreation Hall. Wilbur said it will provide a chance for people from parts of Purdue's life as an artist, an educator, pilot and residents to come together to enjoy the celebration.

A memorial to Purdue has already been posted at www.penncovewaterfestival.com and people have been commenting about Purdue's death on the association's Facebook page.

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Former town councilman doing 'great' after brain surgery

Nov 25, 2014 at 3:35PM

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Fall high school athletes receive letters, awards

Nov 27, 2014 at 7:00AM

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NAVY WILL HOLD TWO ADDITIONAL SCOPING MEETINGS AND EXTENDS PUBLIC SCOPING COMMENT PERIOD FOR ONGOING ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-18G GROWLER AIRFIELD OPERATIONS

AT THE REQUEST OF ELECTED OFFICIALS, THE NAVY IS HOLDING TWO ADDITIONAL OPEN HOUSE SCOPING MEETINGS to provide members of the public with the opportunity to review project-related information, ask questions of Navy representatives, and submit comments on the scope of analysis and content to be addressed in the EIS. Each of the scoping meetings will be informal and consist of information stations staffed by Navy representatives. Members of the public may arrive at the open house scoping meetings anytime between 3 p.m. and 6 p.m. on one of the following dates and locations:

<p>Wednesday, December 3, 2014 3:00 p.m. to 6:00 p.m. Lopez Center for Community and Arts 204 Village Road Lopez Island, WA 98261</p>	<p>Thursday, December 4, 2014 3:00 p.m. to 6:00 p.m. Fort Worden Conference Center – Commons B and C 200 Battery Way Port Townsend, WA 98368</p>
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The public scoping materials are available for review at <http://www.whidbeyeis.com> and at 14 area libraries. List of 14 area libraries where copies of scoping meeting booklets are available for review: Anacortes Public Library, Burlington Public Library, Camano Island Library, Coupeville Library, Guemes Island Library, La Conner Regional Library, Lopez Island Library, Lummi Island Library, Mount Vernon City Library, Oak Harbor City Library, Orcas Island Public Library, Port Townsend Public Library, San Juan Island Library and Seattle Central Public Library.

THE NAVY IS REQUESTING AND WELCOMES PUBLIC COMMENTS.* The public comment period for the EIS was initiated on October 10, 2014 and has been extended through January 9, 2015. Written and oral comments may be submitted at the scoping meetings. Written comments may also be submitted online at the project website or mailed to:

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Naval Facilities Engineering Command (NAVFAC) Atlantic, Attn: Code EV21/SS
6506 Hampton Blvd., Norfolk, VA 23508

All comments must be postmarked or received online no later than January 9, 2015.

*The names, street addresses, email addresses and screen names, telephone numbers, and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commentator or as required by law. The city, state, and five-digit zip code of individuals who provide comments may be released.

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Nov 25, 2014 at 3:35PM

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Fall high school athletes receive letters, awards

Nov 27, 2014 at 7:00AM

The Coupeville High School athletic teams wrapped up the fall season by presenting letters and special awards.

It's hard to fit 20 years into one article | Opinion

Nov 26, 2014 at 9:00PM

In 20 years, Lyla and Phil Snover have not only created a lot of snowmen, but a lot of memories.

Read the Nov 27 Green Edition

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THE NAVY HAS ISSUED A REVISED NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR EA-16G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND AND IS RE-SCOPING THE EIS EFFORT CURRENTLY UNDERWAY.

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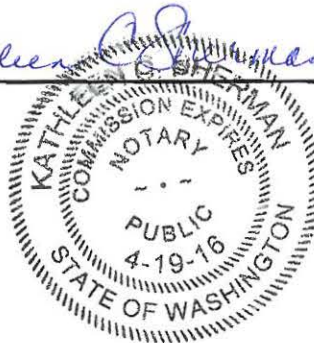
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Amber Alert subject found on Camano

By JESSIE STENSLAND

Staff reporter

A 6-year-old boy who was the subject of an Amber Alert in Rhode Island was found safe on Camano Island Thursday night, according to Island County Sheriff Mark Brown.

The boy's mother, Andria Britt, was accused of kidnapping him in a "custodial interference" case, Brown said.

Investigators found that Britt's parents lived on Camano Island. A couple of deputies talked to them at length and convinced them that it would be best if Britt turned herself in, the sheriff said.

Britt voluntarily surrendered Thursday.

"Everybody involved was very cooperative," Brown said.

She was taken to the Island County Jail and the boy was placed in temporarily care of the state's youth services.

The Amber Alert that had been issued for the boy in Rhode Island was canceled late Thursday.

Police in Rhode Island issued an Amber Alert for the boy Wednesday, a week after he was believed taken by his mother. Britt was supposed to turn him over to his father on Jan. 8, but she failed to show up.

Clinton man sentenced for stabbing friend, goes to jail for three months

Pleads guilty by Alford's plea to third-degree assault for April crime

By JESSIE STENSLAND

Staff reporter

A Clinton man who slashed his friend's throat and stabbed him twice was sentenced under a plea bargain this week.

Kamren F. Adams, 21, pleaded guilty by Alford's plea to third-degree assault. An Alford's plea means he's not admitting his guilt, but concedes the prosecutor has enough evidence to convict him at trial.

The judge went along with the sentence recommendation presented by both the

prosecutor and defense and sent him to jail for three months.

The assault was reported just after midnight, on April 14 at Wilson Place in Clinton. Adams and the 34-year-old victim, Justin Hilleary, had been drinking and fighting earlier in the night.

Adams slashed Hilleary's throat with a knife, cutting him from below his right ear, across the right side of his throat and down to his chest. He also stabbed Hilleary in the chest and in the forearm, causing a wound that went

all the way through his forearm, according to a report by Detective Ed Wallace with the Island County Sheriff's Office.

Paramedics transported Hilleary to Providence Hospital in Everett, where he recovered after initially being in critical condition.

Adams was originally charged with second-degree assault, but Adams claimed self defense and the prosecutor's case had holes.

Eric Ohme, Island County chief criminal deputy prosecutor, said the victim couldn't

remember the assault and the only witness could not be located.

He explained that the state had the burden to prove the absence of self defense beyond a reasonable doubt, which would be extremely difficult with the evidence.

As a result, Ohme said, he worked out an agreement in which Adams pleaded to a lesser felony assault, but which still calls for jail time and assures that Adams is responsible for the victim's restitution.

AARP provides tax aide

Free tax aide from AARP will be available to low and moderate income taxpayers, and those age 60 or older.

Services will be provided at the following locations:

Oak Harbor Library, 9:30 a.m. to 5 p.m. Mondays, 1-7 p.m. Tuesdays, Feb. 3 through Apr. 8.

Coupeville Library, 10 a.m. to 5 p.m. Wednesdays, Feb. 5 through Apr. 9.

South Whidbey Senior Center, 1-6 p.m. Thursdays, Feb. 6 through Apr. 10.

Call to make an appointment, 360-678-3000.

By JESSIE STENSLAND

Staff reporter

A 34-year-old Langley motorcyclist was caught by a deputy after a short chase led to deep gravel earlier this month, court documents state.

Prosecutors charged Jason Lee Watson Helley in Island County Superior Court Jan. 8 with attempting to elude.

On Jan. 5, Deputy Darren

Crownover with the Island County Sheriff's Office staked out the Pioneer Park Place neighborhood, where Helley lives. He suspected Helley, who didn't have a valid license or motorcycle endorsement, of eluding Deputy Sean Warwick two months earlier, according to a report on the incident.

Helley rode by on his motorcycle and Crownover

pursued, lights and sirens blaring. The motorcycle sped away on Crawford Road at speeds up to 60 mph, the deputy wrote in his report.

Helley turned into a dirt road where Warwick had terminated the earlier high-speed pursuit. But this time, Helley lost control in deep gravel and laid down his motorcycle.

Helley got up and ran

away. Crownover pursued on foot and threatened to "tase" him, so Helley gave up, Crownover wrote.

Helley was arrested and convicted in 2004 of attempting to elude police on a motorcycle.

If convicted of the recent charge, he could face from two to six months in jail under the standard sentencing range.



NAVY EXTENDS PUBLIC SCOPING PERIOD FOR ENVIRONMENTAL IMPACT STATEMENT FOR THE EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND

THE U.S. NAVY HAS EXTENDED THE SCOPING PERIOD FOR THE ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAS WHIDBEY ISLAND'S AULT FIELD AND OUTLYING LANDING FIELD (OLF) COUPEVILLE, including the proposed introduction of two additional expeditionary Electronic Attack (VAQ) squadrons and the addition of aircraft to the Fleet Replacement Squadron (FRS).

In response to public and elected official requests, and in order to ensure all surrounding communities have ample opportunity to provide input, **the Navy has extended the scoping period until Friday, January 31.** The scoping period began September 5, and the original deadline for scoping comments was January 3.

The lengthy public scoping period was due to the fact that the scoping meetings were scheduled for December 2013. These dates were chosen to avoid possible cancellation of the meetings during any government shutdown and to avoid conflicting with P-8A Draft Supplemental EIS public meetings and comment period. These meetings were also ongoing in the vicinity of NAS Whidbey Island during the same timeframe.

Public input is very important in order for the Navy to fully understand community concerns and relevant issues.

Members of the public may submit comments via mail to:

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

Comments may also be submitted to the project website: <http://www.whidbeyeis.com>.

All comments must be postmarked or received online no later than January 31, 2014.

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- Assistant Program Director and Staff Physician, Naval Hospital Bremerton
- Sound Physicians Hospitalist, Providence Centralia Hospital, Centralia, WA
- Board Certified in Family Medicine

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EDWARD JONES OPEN HOUSE: Stop by and meet financial advisor Jeff Pleet at Edward Jones from noon - 6 p.m. Wednesday, Jan. 22, for some conversation and food. Pleet's office is at 630 S.E. Midway Blvd., Oak Harbor.

The Honey Bear helps to sweeten education locally

Shop will donate all the profits to Coupeville schools

By SARA HANSEN

Staff reporter

As fifth grader Catherine Lhamon entered The Honey Bear, she was excited to spend the dollar she'd been allocated.

"There's 100 cents in a dollar," she said.

Helene Lhamon, Catherine's mother, said they've been coming down to the store since she could walk.

"Back then, it took us 45 minutes to walk down here, and 45 minutes to walk back," Helene said.

The Honey Bear will host a fundraiser for the Community Foundation for Coupeville Public Schools Sunday, Jan. 26. Owner Karla Mackintosh said she will donate 100 percent of the profits to the organization.

The foundation is a non-profit organization that provides support for schools, teachers and students in Coupeville. It disperses annual mini-grants to teachers and scholarships for graduating students. It also financially assists students in need.

Mackintosh has donated to the foundation before, but

this is her first time hosting the fundraiser and she's excited.

"It benefits my customer base," Mackintosh said. "I always like to help the kids and donate locally."

The Honey Bear has been supplying children with candy since 1980, and Mackintosh took over the local sweet shop in 2001. She enjoys being a destination for all of the kids.

"Every little town should have a store like this," Mackintosh said. "It's about perpetuating memories."

After she'd already picked out her candy, Catherine Lhamon still wandered around the store, looking for future birthday presents for her friends.

"It's a shop full of entertainment," Catherine Lhamon said.

From candy, to wind-up toys, to tiddly winks and other small treasures, there's plenty to explore in every nook and cranny of the shop. Catherine Lhamon kept finding new toys and books she hadn't seen on any of her previous trips.

"You can get a million, trillion things cheaper than

anywhere else," Catherine Lhamon said.

Besides being a well-known stop for all the kids, the shop has also become a place where adults can get some help.

"If you need help finding a birthday present for an 8-year-old boy, ask," Helene Lhamon said.

Mackintosh knows most of the kids and what they like since they come into the store, Helene said.

And if you're lucky, you might even get to hear the Honey Bear song when you stop in.

When Mackintosh put on the song, Catherine Lhamon started to sing along and dance. But like the song, her visit eventually has to come to an end and it was time to head back home.

But she said she'd be back on Sunday.

The Community Foundation for Coupeville Public Schools Fundraiser
10:30 a.m. - 5:30 p.m.
Sunday, Jan. 26
The Honey Bear
23 Front St., Coupeville



Sara Hansen / Whidbey News-Times

Coupeville Elementary School fifth grader Catherine Lhamon, left, looks around The Honey Bear on Monday for potential birthday presents for her friends. She has been coming to the shop since she could walk.



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Whidbey Island Marathon organizers say preparations going well



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THE NAVY HAS ISSUED A REVISED NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR EA-1 BIG GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND AND IS RE-SCOPING THE EIS EFFORT CURRENTLY UNDERWAY.

You are invited to an Open House Scoping Meeting to Submit Comments on the Revised EIS Scope.
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Whidbey Island Marathon organizers say preparations going well



Nov 26, 2014 at 5:00AM updated Nov 28, 2014 at 8:22PM



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With more funding, Island County leaders expect EDC growth



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THE NAVY HAS ISSUED A REVISED NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR EA-16C GUNLERS AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND AND IS RE-SCOPING THE EIS EFFORT CURRENTLY UNDERWAY.

You are invited to an Open House Scoping Meeting to Submit Comments on the Revised EIS Scope.

[Click for Details](#)

OAK HARBOR
(360) 279-1229
300 S. Mabey Road
FRESHLAND

Public Meeting Materials

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Fall 2014

A Guide to the Scoping Meeting for the U.S. Navy Environmental Impact Statement for the EA-18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island



Open House Public Scoping Meetings – 4:00 pm to 8:00 pm

Tuesday October 28, 2014	Coupeville High School Commons Area 501 South Main Street, Coupeville, WA 98239
Wednesday October 29, 2014	Oak Harbor Elks Lodge 155 NE Ernst Street, Oak Harbor, WA 98277
Thursday October 30, 2014	Anacortes High School Cafeteria 1600 20th Street, Anacortes, WA 98221

What's Inside:

- Welcome
- Introduction: Public Scoping
- Proposed Action
- EIS Alternatives
- The Growler at NAS Whidbey Island
- Existing VAQ Mission
- Aircraft Noise
- The EIS Process
- National Historic Preservation Act and Section 106
- Public Involvement
- Notes Pages

Please Check In

Scoping is your opportunity to provide comments to help us focus our analysis.

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





Welcome

Fall 2014

Welcome

The official scoping period for the U.S. Navy Environmental Impact Statement (EIS) for the EA-18G Growler Airfield Operations at Naval Air Station (NAS) Whidbey Island began when the Navy published a Notice of Intent to revise the scope of the ongoing EIS in the *Federal Register* on October 10, 2014. The EIS will now evaluate the potential environmental effects associated with the proposed addition of up to 36 Growler aircraft at NAS Whidbey Island. The Navy is also proposing to continue and increase Growler operations at NAS Whidbey Island's Ault Field and Outlying Landing Field (OLF) Coupeville and to study the distribution of operations between those two airfields. Comments may be submitted through November 24, 2014.

Scoping meetings are being held to solicit input from the public on what should be analyzed and studied in the EIS, and your input during the scoping period is important. A range of alternatives have been developed for analysis in the EIS. No decisions about the proposal have been made.

The current scoping meetings are different from those held last year because the Navy's proposed action has changed. Because of that change, we are asking for your input on the issues to be studied in this EIS. **Your comments from last year's scoping process have been retained and will also be considered in the EIS.**

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

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

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

The names, street addresses, email addresses and screen names, telephone numbers, and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state, and five-digit zip code of individuals who provide comments may be released.

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

Introduction

Fall 2014

Public Scoping

Thank you for attending today's public scoping open house.

The proposed action will include the addition of up to 36 Growler aircraft to support an expanded electronic attack mission. The Navy will prepare an EIS to evaluate the potential environmental effects of this proposal. Navy representatives are here today to explain the proposed project, answer questions, and describe the environmental impact analysis process and related timeline. An area has been set aside to provide you with an opportunity to write and submit your comments, or to speak with a stenographer who will record your comments.

What Is the Purpose of this Public Scoping Meeting?

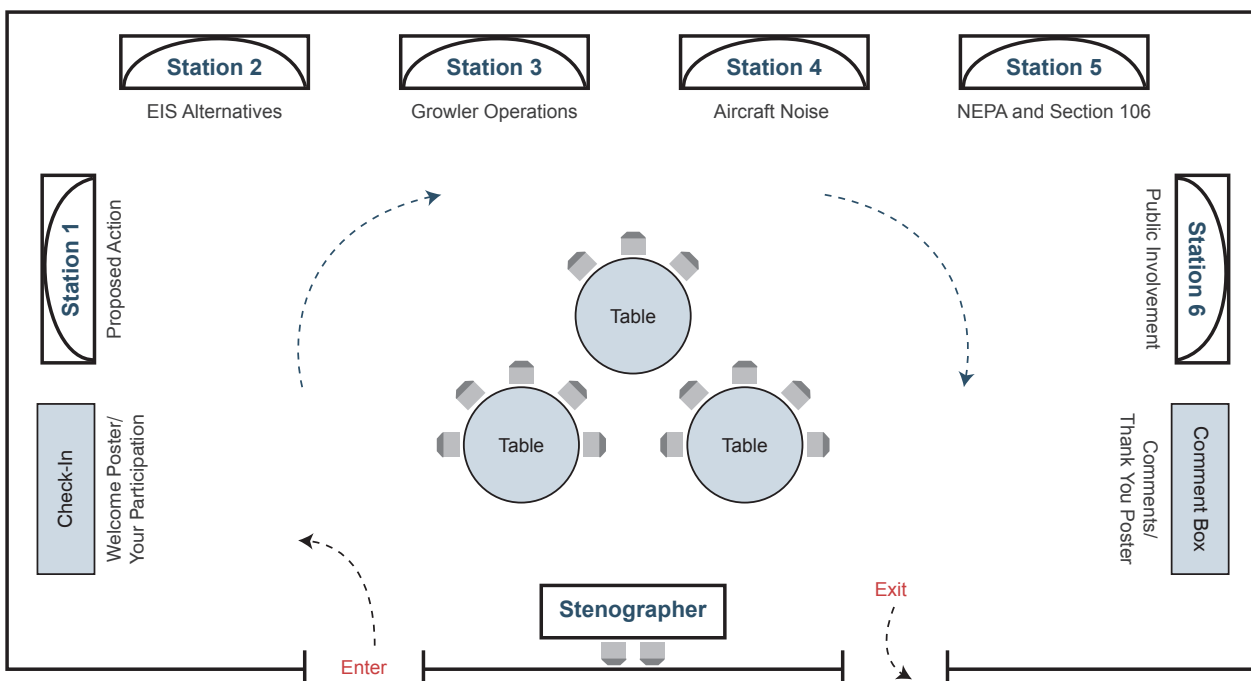
Scoping is an early and open process that invites the public to help identify issues to be studied in the EIS. The purpose of this scoping meeting is to inform you about the proposed project, explain the National Environmental Policy Act (NEPA) and the associated environmental impact analysis, and solicit your comments and concerns related to the proposal.

Scoping is an early and open process that invites the public to help identify issues to be studied in the EIS.

Please review the displays located throughout the open house, talk with our representatives, and then provide us with your comments. You may also take a comment sheet home with you and mail your written comments to us through the end of the scoping period (November 24, 2014). The approximate layout of the room is shown below.

General Room Layout for Open House Public Scoping Meeting, 4:00 – 8:00 pm

(Actual layout may be different)





Proposed Action

Fall 2014

What Is the Navy Proposing?

The Navy is proposing to increase electronic attack (VAQ) capabilities by adding up to 36 aircraft to support an expanded VAQ mission and training at NAS Whidbey Island. The Navy is also proposing to continue and increase VAQ operations at NAS Whidbey Island's Ault Field and OLF Coupeville. As part of the proposal, the Navy will study the distribution of Growler operations between Ault Field and OLF Coupeville. The Navy would construct and renovate facilities at Ault Field to accommodate additional aircraft, and it would station additional personnel and their family members to NAS Whidbey Island and the surrounding community.

The EIS will evaluate the potential environmental effects of the No Action Alternative and four action alternatives related to different levels of operations. This range of alternatives is discussed in detail on page 7 of this booklet.

Why Is the Navy Proposing this Action?

NAS Whidbey Island is the home of all Navy VAQ squadrons flying the Prowler and Growler aircraft in the U.S. The proposed action is needed to continue and increase operational readiness to support national defense requirements as specified in the United States Code (Title 10, Section 5062) and also to sustain and continue to support all other aircraft missions at NAS Whidbey Island.

NAS Whidbey Island manages two primary aircraft training fields, Ault Field and OLF Coupeville, which are often used simultaneously to safely and effectively handle air traffic. Both airfields are integral to the training-mission support provided by NAS Whidbey Island.

Ault Field, Oak Harbor, WA

- Primary airfield that supports multiple types of aircraft
- Two 8,000-foot intersecting runways

OLF Coupeville, Island County, WA

- Primarily supports FCLP operations and provides the most realistic training for landing on a carrier
- One 5,400-foot runway
- Allows for other mission-critical training to occur at Ault Field



Ault Field



OLF Coupeville

Why Is the Navy Revising the Scope of the EIS?

Last year, the Navy announced its intent to prepare an EIS to evaluate the potential environmental impacts associated with the addition of two new expeditionary squadrons and additional aircraft to the training squadron. The Navy also proposed to continue and increase existing VAQ operations at both Ault Field and OLF Coupeville. That proposal included the evaluation of the distribution of Growler operations between Ault Field and OLF Coupeville, as well as construction or renovation of any related facilities at Ault Field to accommodate additional aircraft. Lastly, that proposal included stationing additional personnel and their associated family members to NAS Whidbey Island and the surrounding community.

Last September, the Navy began an EIS to evaluate the potential environmental impacts associated with the addition of two new expeditionary squadrons and additional aircraft to the training squadron. Scoping was conducted between September 2013 and January 2014 on that proposed action, and open-house scoping meetings were held in December 2013 to discuss the proposal.

During spring 2014, the Chief of Naval Operations submitted an Unfunded Requirements List as part of the President's Budget for Fiscal Year 2015 that included a request to purchase 22 additional Growler aircraft. While it is unclear whether more Growlers will ultimately be procured, the Navy is electing to analyze the potential for these aircraft in order to be proactive and transparent. Therefore, a new scoping process is needed and has been initiated based on the proposed action.

The primary difference between the two proposals is the number of aircraft and the way they would be distributed to existing squadrons, new squadrons, or to the training squadron. All other elements of each proposal are the same:

- Both evaluate continued and increased VAQ operations at Ault Field and OLF Coupeville
- Both evaluate the distribution of Growler operations between Ault Field and OLF Coupeville
- Both evaluate related facilities construction or renovation at Ault Field to accommodate additional aircraft
- Both evaluate stationing additional personnel at NAS Whidbey Island and relocating family members to NAS Whidbey Island and the surrounding community



Proposed Action

The DoD identified a need for additional Growler aircraft.

Why Is the Navy Rescoping the EIS?

- **Sept. 2013 – Jan. 2014:** Navy conducted public scoping on a proposed action to add two new expeditionary squadrons and additional aircraft to the training squadron, and to increase Growler operations at Ault Field and OLF Coupeville
- **Today:** Navy is revising the scope of the ongoing EIS and is seeking additional public input
 - ✓ Additional aircraft must be analyzed in the EIS, and a new scoping process has been started

What Is the Navy Proposing?

- Add up to 36 aircraft
- Continue and increase tactical electronic attack (VAQ) operations and study the distribution of Growler operations between Ault Field and OLF Coupeville
- Construct and renovate facilities at Ault Field
- Station additional personnel and associated family members to NAS Whidbey Island and the surrounding community

Where?

Ault Field

- Primary airfield at NAS Whidbey Island that supports multiple types of aircraft (P-3s, P-8As, Growlers, C-40s, MH-60s, and transients)
- Arrival, departure, touch-and-go, and Field Carrier Landing Practice (FCLP) operations

OLF Coupeville

- Vital to the mission of NAS Whidbey Island
- Primarily supports FCLP operations
- Allows for other mission-critical training to occur at Ault Field



Ault Field



OLF Coupeville

EIS Alternatives

Fall 2014

The revised EIS scope will analyze impacts from multiple alternatives for operating the Growler aircraft inventory out of NAS Whidbey Island. The alternatives include variations of the following factors:

- Total number of aircraft to be purchased
- Number of aircraft assigned per squadron
- Number of land-based squadrons
- The distribution of aircraft operations at NAS Whidbey Island between Ault Field and OLF Coupeville.

Alternative	Force Structure	Total number of Growler aircraft (additional new aircraft indicated in parentheses)
No Action Alternative (Baseline for comparison)	9 carrier squadrons x 5 aircraft 3 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 17 aircraft	82
Alternative 1: Establish 2 new expeditionary squadrons	9 carrier squadrons x 5 aircraft 5 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 20 aircraft (+3)	95 (+13)
Alternative 2: Add 2 aircraft to each carrier squadron	9 carrier squadrons x 7 aircraft 3 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 23 aircraft (+6)	106 (+24)
Alternative 3: Add 3 aircraft to each carrier squadron	9 carrier squadrons x 8 aircraft 3 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 25 aircraft (+8)	117 (+35)
Alternative 4: Establish 2 new expeditionary squadrons and add 2 aircraft to each carrier squadron	9 carrier squadrons x 7 aircraft 5 expeditionary squadrons x 5 aircraft 1 reserve squadron x 5 aircraft Training squadron with 25 aircraft (+8)	118 (+36)
Notes: New squadrons and/or changes to the number of aircraft in an existing squadron are indicated by bold orange text.		

In developing the proposed range of alternatives, the Navy utilized long-established operational considerations, which are more fully described in the 2005 and 2012 Environmental Assessments for the replacement of the Prowler aircraft with the newer Growler aircraft at NAS Whidbey Island. These considerations include the fact that all of the Navy’s electronic attack mission and training facilities are located at NAS Whidbey Island, including the substantial infrastructure and training ranges that have developed in over 40 years of operation; the location of suitable airfields that provide for the most realistic training environment; the distance aircraft would have to travel to accomplish training; and the expense of duplicating existing capabilities elsewhere.

No Action Alternative

The No Action alternative, although it doesn’t meet the purpose and need, would serve as a baseline against which impacts of the proposed action can be evaluated. Under the No Action alternative, no additional VAQ aircraft would be home based at NAS Whidbey Island beyond those already studied in the 2005 and 2012 Environmental Assessments. The transition from Prowler to Growler aircraft is anticipated to be complete by January 2016. Under the No Action alternative, legacy Prowler aircraft would gradually transition to Growler aircraft (approximately 82 aircraft), and annual operations would be maintained at levels consistent with those identified in the 2005 and 2012 environmental assessments.

EIS Alternatives



The Navy is evaluating a range of alternatives in the EIS that include an increase in Growler operations.

What Alternatives Will the EIS Evaluate?

Four Action Alternatives

The action alternatives include variations of the following factors:

- Total number of aircraft to be purchased
- Number of aircraft assigned per squadron
- Number of land-based squadrons
- The distribution of aircraft operations at NAS Whidbey Island between Ault Field and OLF Coupeville

No Action Alternative

- Serves as baseline against which the action alternatives can be evaluated
- No home basing of additional tactical electronic attack (VAQ) squadrons or aircraft
- Annual Growler operations would be maintained at levels consistent with those identified in the 2005 and 2012 Environmental Assessments
- Does not meet the DoD need for additional electronic attack capabilities

Alternative	Total number of Growler aircraft (additional new aircraft in parenthesis)
No Action Alternative (baseline for comparison) 9 carrier squadrons 3 expeditionary squadrons Training squadron 1 reserve squadron	82
Alternative 1: Establish 2 new expeditionary squadrons and add 3 aircraft to training squadron	95 (+13)
Alternative 2: Add 2 aircraft to each existing carrier squadron and add 6 aircraft to training squadron	106 (+24)
Alternative 3: Add 3 aircraft to each existing carrier squadron and add 8 aircraft to training squadron	117 (+35)
Alternative 4: Establish 2 new expeditionary squadrons, add 2 aircraft to each carrier squadron, and add 8 aircraft to training squadron	118 (+36)

The Growler at NAS Whidbey Island

Fall 2014

NAS Whidbey Island

NAS Whidbey Island is an integral part of Whidbey Island and the area community. It is the only center of excellence for electronic combat warfare training (electronic surveillance and attack) and is the home of all Navy electronic attack (VAQ) squadrons in the United States. NAS Whidbey Island has supported the VAQ community for more than 40 years. Growler operations began at NAS Whidbey Island in 2009. The Navy is currently replacing the aging EA-6B Prowler with the newer EA-18G Growler aircraft, with the last squadron scheduled to transition within the next year.

VAQ training at NAS Whidbey Island relies on two airfields to support air operations, Ault Field and OLF Coupeville. The ability to train at both fields is important to fulfilling the VAQ mission.

The Growler

The training and mission needs of the Navy have changed over time, and efforts to ensure appropriate environmental analyses continue to evolve as well. In 2005, the Navy evaluated the environmental impacts of transitioning carrier and training squadrons from the Prowler to the newer Growler aircraft. The 2005 Environmental Assessment (EA) analyzed 57 Growler aircraft replacing 72 Prowler aircraft, including the disestablishment of three expeditionary squadrons. In 2009, a Deputy Secretary of Defense memorandum directed the Navy to maintain the expeditionary VAQ capabilities indefinitely. As a result, in 2012, the Navy prepared an EA that analyzed retaining three expeditionary VAQ squadrons that operated the Prowlers and their transition to Growlers. Additionally, the 2012 EA analyzed the relocation of a reserve Prowler squadron from Andrews Air Force Base to NAS Whidbey Island and the transition of that squadron to Growlers.

Last September, the Navy began an EIS to evaluate the potential environmental impacts associated with the addition of two new expeditionary squadrons and additional aircraft to the training squadron. Scoping was conducted between September 2013 and January 2014 on that proposed action, and open-house scoping meetings were held in December 2013 to discuss the proposal.

During spring 2014, the Chief of Naval Operations submitted an Unfunded Requirements List as part of the President's Budget for Fiscal Year 2015 that included a request to purchase 22 additional Growler aircraft. While it is unclear whether more Growlers will ultimately be procured, the Navy is electing to analyze the potential for these aircraft in order to be proactive and transparent. Therefore, a new scoping process is needed and has been initiated based on the proposed action.



EA-18G Growler at Ault Field



Existing VAQ Mission

Fall 2014

VAQ Mission and Training

The missions of the VAQ squadrons include electronic surveillance and attack against enemy radar and communications systems. This involves the use of jamming equipment and anti-radiation missiles. The Growler has an advanced electronic system that allows it to identify targets and protect itself from those targets. It also has advanced communications capabilities that allow it to interact effectively with personnel on the ground as well as other aircraft.

Growlers are flown by a crew of two: one pilot and one naval flight officer, called the electronic warfare officer.

Types of Navy VAQ Squadrons at NAS Whidbey Island

Three types of Navy VAQ squadrons are home based at NAS Whidbey Island; each of these is discussed below.

- **Carrier.** These squadrons, when deployed, operate primarily from an aircraft carrier and must conduct field carrier landing practice (FCLP). Currently, nine (9) of these squadrons are at NAS Whidbey Island.
- **Expeditionary.** These squadrons are deployed from NAS Whidbey Island and operate from various land bases throughout the world. Because they are land-based, they are not required to conduct FCLP. The expeditionary squadrons support Regional Combatant Commander requirements, U.S. Air Force expeditionary wings, and U.S. Marine Corps expeditionary forces. These squadrons do not train at OLF Coupeville. Currently, there are three (3) active squadrons and one (1) reserve squadron at NAS Whidbey Island.
- **Training.** This squadron provides post-graduate training for assigned personnel (aircrews and maintainers). Training is provided for both carrier and expeditionary squadrons. One (1) such squadron is at NAS Whidbey Island.

Field Carrier Landing Practice

FCLP is a critical component of the initial training required for all aircrews and is an ongoing requirement for carrier-based aircrew. FCLP is a graded flight exercise that prepares pilots for landing on aircraft carriers. The exercises are conducted on shore facilities to provide pilots the opportunity to simulate carrier landing operations in an environment where the risks associated with at-sea carrier operations can be safely managed on land.



EA-18G Growler at Whidbey Island

Growler Operations



NAS Whidbey Island complex trains pilots for the challenges of providing DoD electronic attack.

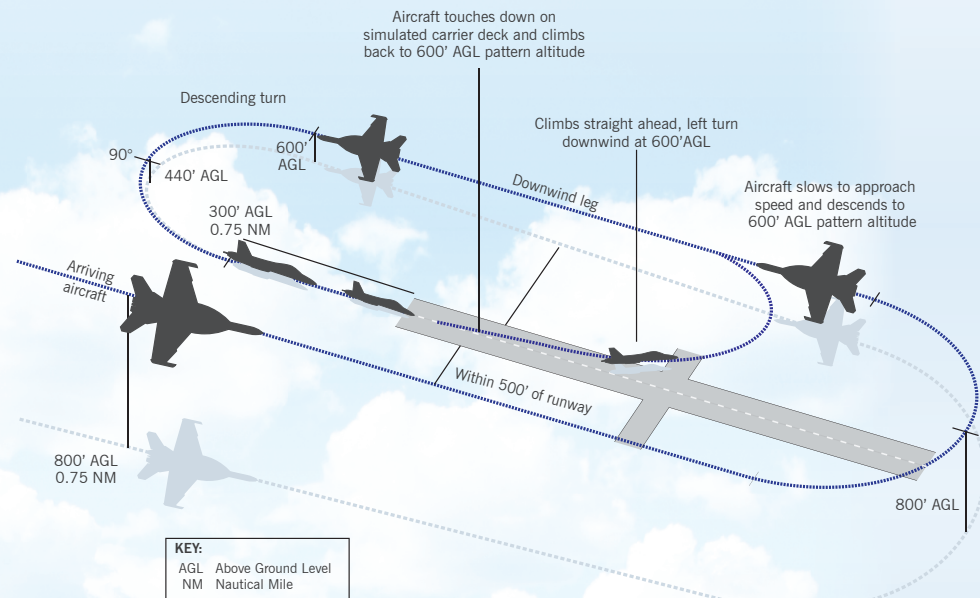
Electronic Attack (VAQ) Squadrons at NAS Whidbey Island and Their Training Operations

- NAS Whidbey Island has been the home of all Navy electronic attack (VAQ) squadrons in the U.S. since 1970
- Primary mission of the VAQ squadrons includes electronic surveillance/attack through the use of jamming equipment and anti-radiation missiles
- Carrier Operations
 - ✓ Carrier-based squadrons and the training squadron use Ault Field and OLF Coupeville for FCLP
 - ✓ Expeditionary squadrons do not conduct FCLP



Field Carrier Landing Practice (FCLP)

- A graded flight exercise that trains pilots for landing on aircraft carriers
- Conducted on a runway designed to simulate the flight deck of an aircraft carrier
- OLF Coupeville provides the most realistic training location for landing on a carrier
- Groups of up to five aircraft fly in patterns, and each one makes multiple FCLP passes



Landing on an aircraft carrier is one of the most dangerous tasks a pilot can perform.

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



What Is Noise?

Noise is defined as unwanted sound that interferes with normal activities.

The EIS will include a noise assessment of NAS Whidbey Island and OLF Coupeville operations. The study will use the latest approved computer model for aircraft noise analysis. Once projected noise exposure levels are determined, they will be assessed for their potential to impact the natural and human environment.

How Is Noise Assessed?

The U.S. Environmental Protection Agency, Federal Aviation Administration, and Department of Defense (DoD) measure aircraft operational noise levels in decibels (dB) using two common metrics: the Day-Night Average Sound Level (DNL) and Sound Exposure Level (SEL).

DNL represents the average sound energy of events over a 24-hour period, with a 10-dB penalty added to night-time (10:00 pm to 7:00 am) operations. This 10-dB penalty accounts for the added intrusiveness of noise when background noise levels are low and noise-sensitive activities such as sleep take place. DNL is depicted as a continuous line around a noise source (i.e., a contour line) and is usually shown using 5-DNL increments (e.g., 65 DNL, 70 DNL, 75 DNL). DNL takes all of those factors that influence our perception of noise—loudness, number and duration of events, and time of day—and includes them in one metric that is used to identify land uses that are compatible within specific noise zones.

SEL represents the total noise energy of a single event, such as a flyover, as if it occurred in one second. This metric combines the loudness and duration of the event.

L_{\max} , or maximum sound level, is the highest A-weighted sound level measured during a single event. L_{\max} is the maximum level that occurs over a fraction of a second. For aircraft noise, the fraction of a second corresponds to one-eighth (1/8) of a second.

How Is Noise Modeled?

Computer noise modeling input includes type of aircraft, number of operations, flight tracks, altitude, power settings, speed of aircraft, terrain, temperature, and relative humidity. Engine maintenance testing is also included. Results are presented on installation land use maps in the form of noise contours.

Noise is modeled using a computer program called NOISEMAP, which considers the number and type of flight operations planned over the course of a year to establish noise contours for all types of aircraft operating at a specific location.

A noise assessment will be conducted as part of the EIS and it will include a supplemental noise analysis, a potential hearing-loss analysis, and an assessment of non-auditory health effects. The supplemental noise analysis will include an evaluation of sleep disturbance, indoor speech interference, and classroom learning interference. The potential hearing loss analysis will focus on any portion of the local population that may be exposed to noise levels greater than 80 DNL. Lastly, the assessment of non-auditory health effects will consist of a comprehensive literature review.

Response to Noise Depends on Many Factors

- How long the noise lasts (duration)
- How many times it occurs (repetition)
- Time of day
- Background or ambient noise levels
- Interference with activity
- Previous experiences within the community



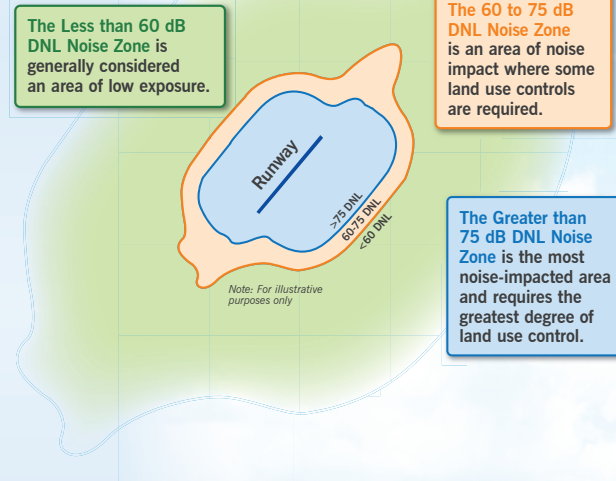
Aircraft Noise

Day-Night Average Sound Level (DNL) is the federal standard for determining community noise impacts.

Noise Modeling

- Computer Model
- Input Data Includes:
 - ✓ Aircraft type
 - ✓ Power settings
 - ✓ Altitude
 - ✓ Number of operations
 - ✓ Aircraft speed
 - ✓ Relative humidity
 - ✓ Flight tracks
 - ✓ Terrain
 - ✓ Engine maintenance testing
 - ✓ Temperature
- Noise contours are generated and presented on a map

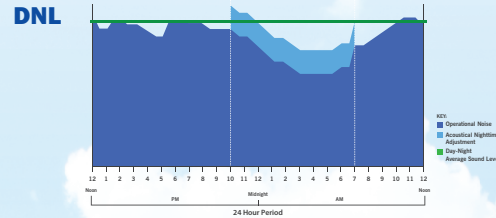
Noise Zone Illustration



Quantifying Noise

Day-Night Average Sound Level (DNL)

- Used to determine long-term community response to aircraft noise and land-use compatibility
- A 24-hour cumulative noise metric
- A 10-dB penalty is added to noise events occurring between 10 p.m. and 7 a.m.



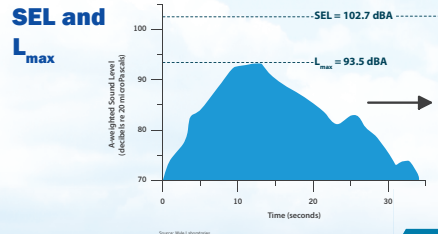
Supplemental Noise Metrics

Sound Exposure Level (SEL)

- Used to assess the potential for sleep disturbance
- Represents the total noise energy of a single event, such as a flyover, as if it occurred in one second

Maximum Instantaneous Sound Level (L_{max})

- Used to assess the potential for speech and classroom learning interference



Noise Assessment

- A noise study will be conducted as part of the EIS
- The noise analysis will evaluate sleep disturbance, indoor speech interference, and classroom learning interference
- A potential hearing-loss analysis will focus on the local population that may be exposed to noise levels greater than 80 DNL
- An assessment of non-auditory health effects will be conducted through a comprehensive literature review



EA-18G Growler



The EIS Process

Fall 2014

Why Is the Navy Preparing an EIS?

As part of our compliance with NEPA, the Navy is conducting an evaluation of the potential environmental effects of the proposed project. NEPA requires all federal agencies to consider potential environmental impacts of their proposed actions and reasonable options in making decisions about those actions.

NEPA requires that all federal agencies consider the environmental impacts of any major proposed action.

Public involvement is an essential part of the process. With public involvement and environmental analysis, the NEPA process helps the Navy arrive at the best possible informed decision.

Informed decisions are based on a candid and factual representation of environmental impacts. These facts come from collecting information on the areas and resources affected by the proposal and then identifying the type and extent of potential impacts resulting from the proposal.

For this project, the Navy will analyze potential impacts to air quality, safety, land use and compatibility, socioeconomics, community services, transportation, biological resources, cultural resources, and hazardous materials and waste, among other resources. Numerous federal laws and regulations govern the protection and preservation of environmental resources. The Navy strictly

Informed decisions are based on candid and factual presentation of environmental impacts.

adheres to these laws and regulations, such as the Endangered Species Act, Clean Air Act, Clean Water Act, and National Historic Preservation Act, among others. The EIS will evaluate direct and indirect impacts, and will account for cumulative impacts from other relevant activities near the installation. Measures that could avoid or mitigate environmental effects will also be analyzed.

Public Involvement in the EIS Process

The Navy invites public participation during the scoping process to help understand community-specific issues and concerns regarding the proposed action. We expect to receive scoping comments from interested individuals; business and community leaders; federal, state, and local officials; American Indian tribes and nations; regulatory agencies; and non-governmental organizations.

No decisions about the proposal have been made because the impact analysis is ongoing and not yet complete. Scoping comments will help the Navy determine the issues and concerns to analyze in the preparation of the Draft EIS.

The public will have another opportunity to participate in the NEPA process after publication of the Draft EIS. The release of the Draft EIS and the opening of the Draft EIS comment period will be announced in a newspaper that serves the local area, and additional meetings will be held to receive comments on the report. All comments on the Draft EIS will be addressed in a Final EIS.



EA-18G Growler

National Environmental Policy Act



The Navy has revised the scope of the Growler EIS, originally presented in 2013.

National Environmental Policy Act (NEPA) Process

- NEPA requires all federal agencies to evaluate potential environmental impacts of any major actions they may propose and to inform and involve the public in the decision-making process
- Your input during the public scoping period will assist the Navy in identifying key environmental concerns that need to be evaluated in the EIS
- Findings will be published in the EIS, which will describe:
 - ✓ Purpose and Need
 - ✓ Existing Conditions
 - ✓ Proposed Action
 - ✓ Evaluation of Impacts and Alternatives
- A Draft EIS will be made available for public review and comment
- The Final EIS will be released to the public. Following a 30-day waiting period, the Secretary of the Navy will issue a Record of Decision.

Scoping is an early and open process through which the public is invited to help identify issues to be studied in the Environmental Impact Statement (EIS)



EIS Process



What Is Important to You?

Noise

- Ault Field, OLF Coupeville, and surrounding communities

Community

- Land use compatibility
- Economic effects
- Potential growth
- Local community services
- Transportation/traffic
- Environmental justice

Airfields and Airspace

- Number of aircraft operations and flight paths
- Civil aviation impacts

Air Quality

- Aircraft, maintenance, and vehicle emissions

Safety

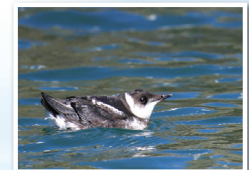
- Aircraft and maintenance operations
- Hazardous and toxic materials and waste

Biological and Natural Resources

- Protected, threatened, and endangered species
- Wildlife and vegetation
- Water quality, stormwater

Cultural Resources

- Historic structures
- Archaeological resources



Your scoping comments will help us focus our study.

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



National Historic Preservation Act and Section 106

Fall 2014

What is Section 106?

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires the Navy to consider the effects of a federal action on historic properties. Historic properties include prehistoric or historic districts, sites, buildings, structures, or objects included or eligible for listing in the National Register of Historic Places. Compliance with NEPA requires the Navy to demonstrate that the project is also in compliance with Section 106 of the NHPA. Therefore, the NEPA and Section 106 processes run concurrently, as shown on page 17.

Consultation is a critical component of the Section 106 review. Consultation does not mandate a specific outcome. Instead, it is the process of seeking, discussing, and considering the views of consulting parties to assist in the identification of historic properties in the project area and potential effects to those historic properties.

How Can the Public Participate in the Section 106 Process?

You are invited to comment on information, concerns, or issues about historic properties in the project area or that may be affected by the proposed action. Your input will assist the Navy in considering the potential effects of the proposed action on historic properties in accordance with Section 106 of the NHPA.

How to Become a Consulting Party

Other individuals and organizations with a demonstrated interest in the project may participate in the Section 106 review as consulting parties due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties. Under these circumstances, you or your organization may write to the Navy asking to become a consulting party.

To request consulting party status, explain in a letter to the Navy why you believe your participation would be important to successful resolution of the Section 106 process. Because the Advisory Council on Historic Preservation (ACHP) and the State Historic Preservation Officer (SHPO) will assist the Navy in deciding who will participate in the consultation, please provide the ACHP and SHPO with a copy of your letter. Make sure to emphasize your relationship with the project and demonstration of how your connection will inform the Navy's decision making.

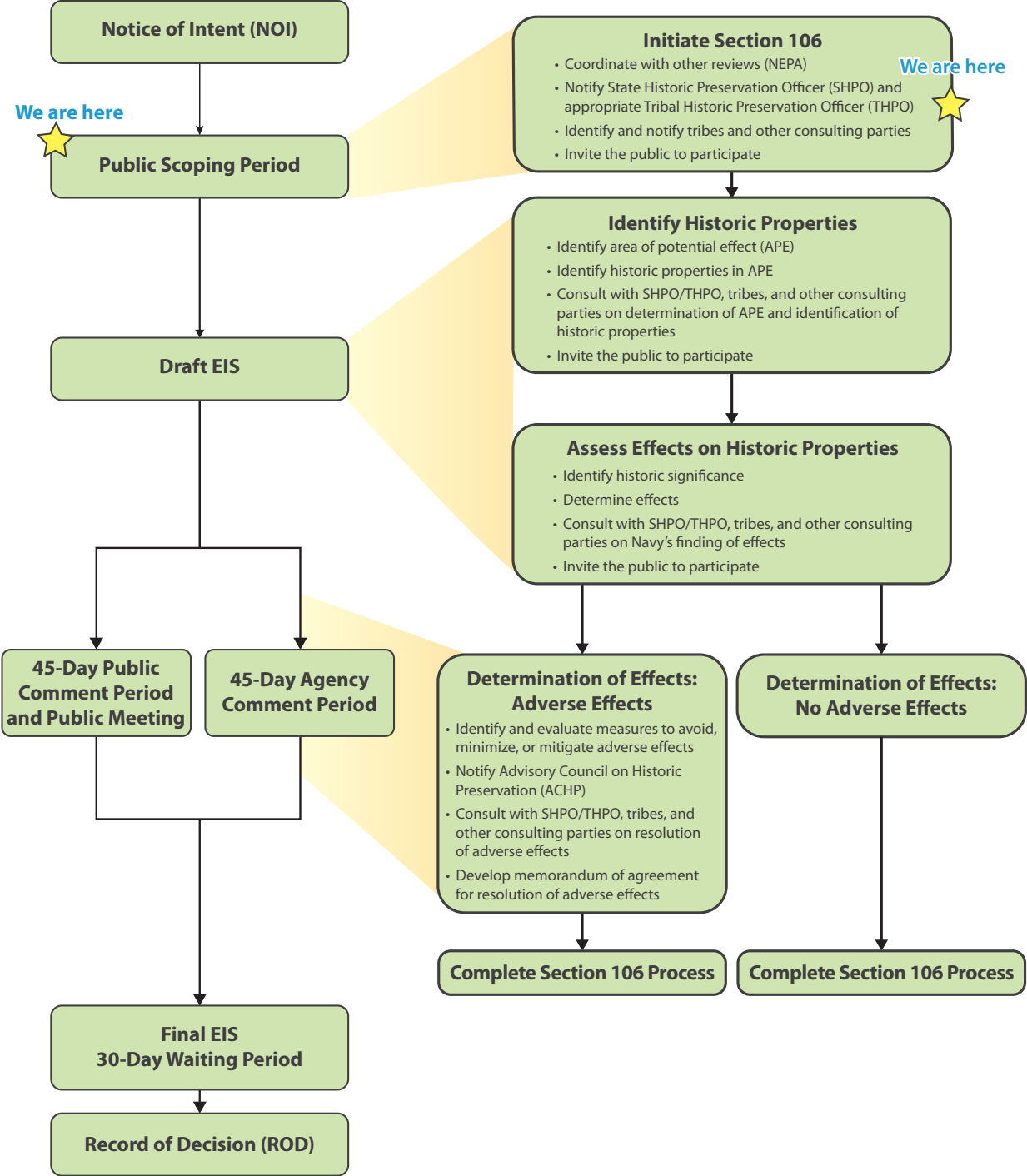
Consulting party status allows you to share your views, receive and review pertinent information, offer ideas, and consider possible solutions together with the Navy and other consulting parties.

For More Information

If you have questions regarding the information on this page, please contact Kendall Campbell at NAS Whidbey Island at kendall.campbell1@navy.mil or 360-257-6780.

NEPA EIS Process

Section 106 Process



National Historic Preservation Act and Section 106

The Navy is interested in your input on historic properties.

What is Section 106?

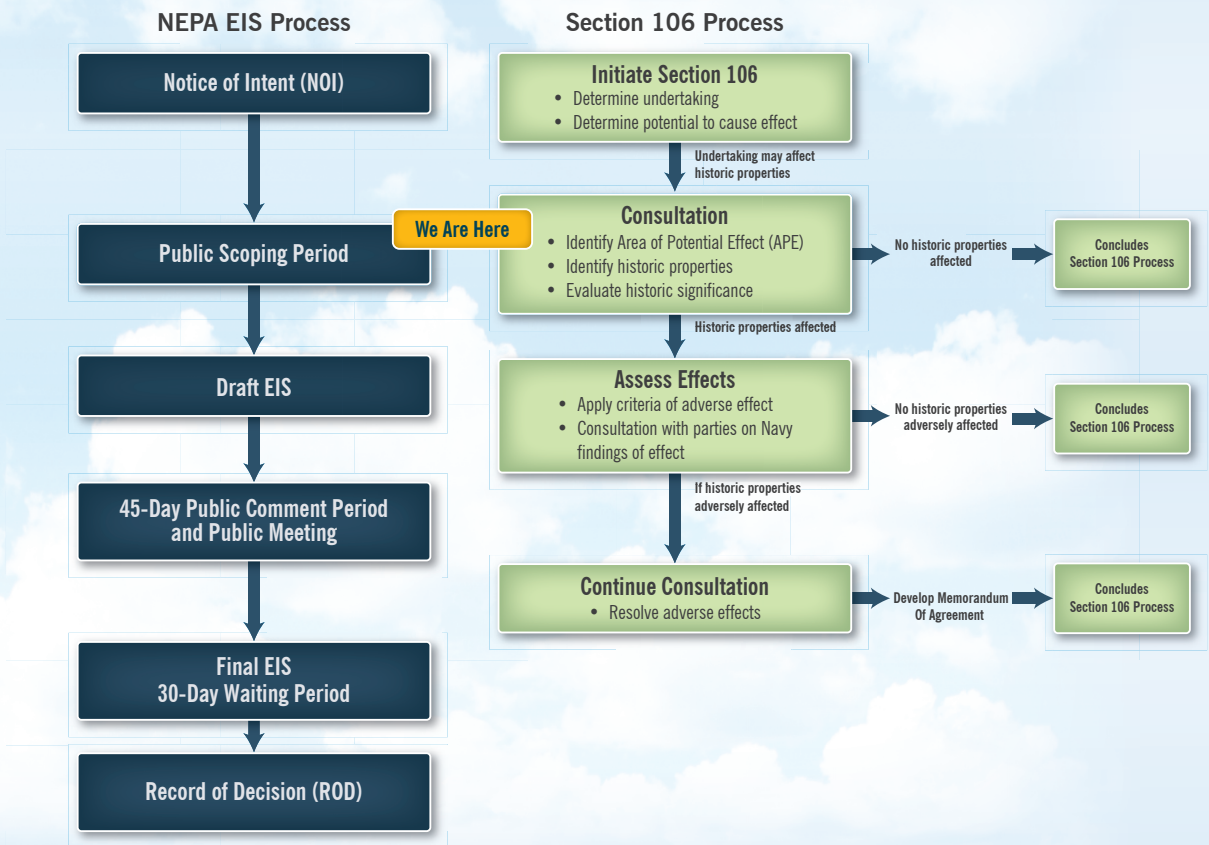
- Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties
- Section 106 requires agencies to consult with State Historic Preservation Officer (SHPO), tribes, and interested parties



Willowood Farm, Ebey's Reserve.
Courtesy of Ebey's Landing National Historical Reserve.



Ault Field





Public Involvement

There are several ways to participate in the Environmental Impact Statement (EIS) process.

How to Provide Comments During The Scoping Period

- 1 Provide written comments at today's meeting
- 2 Provide verbal comments to the stenographer, who will record your comments at today's meeting
- 3 Submit your comments on the project website at www.whidbeyeis.com
- 4 Mail your written comments to:
EA-18G EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS



All comments submitted as a part of the public scoping period must be submitted by November 24, 2014.

How to Participate in the Future

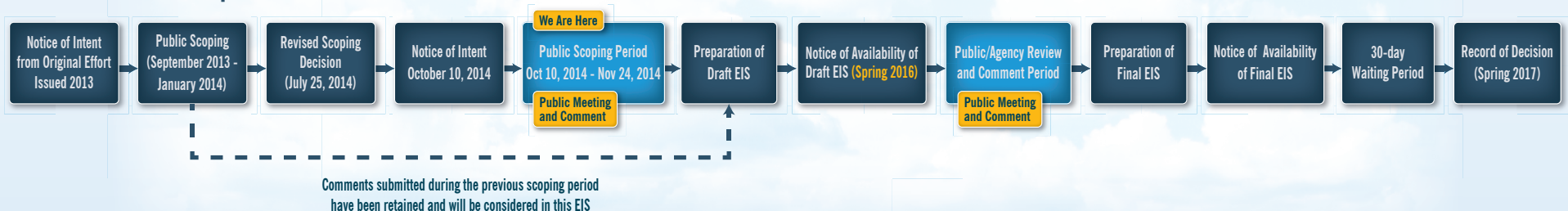
Your input is essential to ensure the most informed decision is made. There are several ways to participate:

- Join our mailing list
- Check the project website for new information
- Review the Draft EIS in **spring 2016**
- Attend the public meeting following publication of the Draft EIS
- Provide your feedback during the Draft EIS public comment period

Thank you for attending the public scoping meeting for the *EIS for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island.*

The names, street addresses, email addresses and screen names, telephone numbers, and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state and 5-digit zip code of individuals who provide comments may be released.

Environmental Impact Statement Schedule



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

Appendix L

2016 Draft EIS Public Information Meetings

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TABLE 2—NOCs RECEIVED FROM AUGUST 1, 2016 TO AUGUST 31, 2016—Continued

Case No.	Received date	Commencement date	Chemical
P-16-0281	8/30/2016	8/12/2016	(G) Fatty alcohols—dimers, trimmers, polymers.

V. Correction

In the **Federal Register** of October 27, 2016 (81 FR 74784) (FRL-9952-62), in the first column, the Docket Identification number is corrected to read EPA-HQ-OPPT-2016-0482.

Authority: 15 U.S.C. 2601 *et seq.*

Dated: October 26, 2016.

Pamela Myrick,

Director, Information Management Division,
Office of Pollution Prevention and Toxics.

[FR Doc. 2016-27193 Filed 11-9-16; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9030-1]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/nepa>. Weekly receipt of Environmental Impact Statements (EISs) Filed 10/31/2016 Through 11/04/2016.

Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

EIS No. 20160261, Draft, USFS, ID, Coeur d'Alene Basin Natural Resource Restoration Plan, Comment Period Ends: 01/13/2017, Contact: Jo Christensen 208-765-7417

EIS No. 20160262, Draft Supplement, Caltrans, CA, State Route 241-91 Tolled Express Lanes Connector Project, Comment Period Ends: 01/09/2017, Contact: Bahar Heydari 657-328-6533

EIS No. 20160263, Draft, USN, WA, EA-18G "Growler" Airfield Operations at the NAS Whidbey Island Complex, Comment Period Ends: 01/25/2017, Contact: Sarah Stallings 757-322-4733

EIS No. 20160264, Final, USFWS, PRO, Programmatic—Eagle Rule Revision, Review Period Ends: 12/09/2016, Contact: Eliza Savage 703 358-2329

EIS No. 20160265, Draft Supplement, USFS, MT, Beaverhead-Deerlodge National Forest Land and Resource Management Plan to Comply with the District Court Order (Bighorn Sheep) 2009 Revised Forest Plan, Comment Period Ends: 02/09/2017, Contact: Jan Bowey 406-683-3853

EIS No. 20160266, Draft, NRC, MO, Construction Permit for the Northwest Medical Isotopes Radioisotope Production Facility, Comment Period Ends: 12/29/2016, Contact: David Drucker 301-415-6223

EIS No. 20160267, Final, VA, SD, National Historic Preservation Act Section 106 Consultation: Reconfiguration of VA Black Hills Health Care System, Review Period Ends: 12/09/2016, Contact: Billie J. Beal 605-720-7243

Dated: November 7, 2016.

Dawn Roberts,

Management Analyst, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2016-27186 Filed 11-9-16; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OPPT-2003-0004; FRL-9954-71]

Access to Confidential Business Information by Battelle Memorial Institute and Its Identified Subcontractor, Avanti Corporation

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: EPA has authorized its contractors, Battelle Memorial Institute (BMI) of Columbus, OH and Avanti Corporation of Alexandria, VA, to access information which has been submitted to EPA under sections 4, 5, 6, 8(a), 11 and 21 of the Toxic Substances Control Act (TSCA). Some of the information may be claimed or determined to be Confidential Business Information (CBI).

DATES: Access to the confidential data occurred on October 20, 2016.

FOR FURTHER INFORMATION CONTACT:

For technical information contact: Scott Sherlock, Environmental Assistance Division (7408M), Office of Pollution Prevention and Toxics,

Environmental Protection Agency, 1200 Pennsylvania Ave. NW., Washington, DC 20460-0001; telephone number: (202) 564-8257; email address: sherlock.scott@epa.gov.

For general information contact: The TSCA-Hotline, ABVI-Goodwill, 422 South Clinton Ave., Rochester, NY 14620; telephone number: (202) 554-1404; email address: TSCA-Hotline@epa.gov.

SUPPLEMENTARY INFORMATION:

I. General Information

A. Does this action apply to me?

This action is directed to the public in general. This action may, however, be of interest to all who manufacture, process, or distribute industrial chemicals. Since other entities may also be interested, the Agency has not attempted to describe all the specific entities that may be affected by this action.

B. How can I get copies of this document and other related information?

The docket for this action, identified by docket identification (ID) number EPA-HQ-OPPT-2003-0004 is available at <http://www.regulations.gov> or at the Office of Pollution Prevention and Toxics Docket (OPPT Docket), Environmental Protection Agency Docket Center (EPA/DC), West William Jefferson Clinton Bldg., Rm. 3334, 1301 Constitution Ave. NW., Washington, DC: The Public Reading Room is open from 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding legal holidays. The telephone number for the Public Reading Room is (202) 566-1744, and the telephone number for the OPPT Docket is (202) 566-0280. Please review the visitor instructions and additional information about the docket available at <http://www.epa.gov/dockets>.

II. What action is the Agency taking?

Under EPA contract number EP-W-16-017, contractors BMI of 505 King Avenue, Columbus, OH and Avanti Corporation of 5520 Cherokee Avenue, Suite 205, Alexandria, VA are assisting the Office of Pollution Prevention and Toxics (OPPT) by providing statistical and technical support for the assessment of toxic substances. They are also providing statistical, mathematical, field data collection, and technical

during follow-on meetings. Agenda items for this meeting will include the following: (1) Final discussions and deliberations on 10 U.S.C. 2320 and 2321 tension points; (2) Report framework and collaboration; (3) Comment Adjudication and Planning for follow-on meeting.

Availability of Materials for the Meeting: A copy of the agenda or any updates to the agenda for the November 29, 2016 meeting will be available as requested or at the following site: <https://database.faca.gov/committee/meetings.aspx?cid=2561>. It will also be distributed upon request.

Minor changes to the agenda will be announced at the meeting. All materials will be posted to the FACA database after the meeting.

Public Accessibility to the Meeting: Pursuant to 5 U.S.C. 552b, as amended, and 41 CFR 102–3.140 through 102–3.165, and subject to the availability of space, this meeting is open to the public. Registration of members of the public who wish to attend the meeting will begin upon publication of this meeting notice and end three business days (November 23) prior to the start of the meeting. All members of the public must contact LTC Lunoff at the phone number or email listed in the **FOR FURTHER INFORMATION CONTACT** section to make arrangements for Pentagon escort, if necessary. Public attendees should arrive at the Pentagon’s Visitor’s Center, located near the Pentagon Metro Station’s south exit and adjacent to the Pentagon Transit Center bus terminal with sufficient time to complete security screening no later than 8:30 a.m. on November 29. To complete security screening, please come prepared to present two forms of identification of which one must be a pictured identification card. Government and military DoD CAC holders are not required to have an escort, but are still required to pass through the Visitor’s Center to gain access to the Building. Seating is limited and is on a first-to-arrive basis. Attendees will be asked to provide their name, title, affiliation, and contact information to include email address and daytime telephone number to the Designated Federal Officer (DFO) listed in the **FOR FURTHER INFORMATION CONTACT** section. Any interested person may attend the meeting, file written comments or statements with the committee, or make verbal comments from the floor during the public meeting, at the times, and in the manner, permitted by the committee.

Special Accommodations: The meeting venue is fully handicap accessible, with wheelchair access.

Individuals requiring special accommodations to access the public meeting or seeking additional information about public access procedures, should contact LTC Lunoff, the committee DFO, at the email address or telephone number listed in the **FOR FURTHER INFORMATION CONTACT** section, at least five (5) business days prior to the meeting so that appropriate arrangements can be made.

Written Comments or Statements: Pursuant to 41 CFR 102–3.105(j) and 102–3.140 and section 10(a)(3) of the Federal Advisory Committee Act, the public or interested organizations may submit written comments or statements to the Government-Industry Advisory Panel about its mission and/or the topics to be addressed in this public meeting. Written comments or statements should be submitted to LTC Lunoff, the committee DFO, via electronic mail, the preferred mode of submission, at the email address listed in the **FOR FURTHER INFORMATION CONTACT** section in the following formats: Adobe Acrobat or Microsoft Word. The comment or statement must include the author’s name, title, affiliation, address, and daytime telephone number. Written comments or statements being submitted in response to the agenda set forth in this notice must be received by the committee DFO at least five (5) business days prior to the meeting so that they may be made available to the Government-Industry Advisory Panel for its consideration prior to the meeting. Written comments or statements received after this date may not be provided to the panel until its next meeting. Please note that because the panel operates under the provisions of the Federal Advisory Committee Act, as amended, all written comments will be treated as public documents and will be made available for public inspection.

Verbal Comments: Members of the public will be permitted to make verbal comments during the meeting only at the time and in the manner allowed herein. If a member of the public is interested in making a verbal comment at the open meeting, that individual must submit a request, with a brief statement of the subject matter to be addressed by the comment, at least three (3) business days in advance to the committee DFO, via electronic mail, the preferred mode of submission, at the email address listed in the **FOR FURTHER INFORMATION CONTACT** section. The committee DFO will log each request to make a comment, in the order received, and determine whether the subject matter of each comment is relevant to the panel’s mission and/or the topics to

be addressed in this public meeting. A 30-minute period near the end of the meeting will be available for verbal public comments. Members of the public who have requested to make a verbal comment and whose comments have been deemed relevant under the process described in this paragraph, will be allotted no more than five (5) minutes during this period, and will be invited to speak in the order in which their requests were received by the DFO.

Dated: November 15, 2016.

Aaron Siegel,
 Alternate OSD Federal Register Liaison
 Officer, Department of Defense.

[FR Doc. 2016–27773 Filed 11–17–16; 8:45 am]

BILLING CODE 5001–06–P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Public Meetings for the Draft Environmental Impact Statement for EA–18G “Growler” Airfield Operations at the Naval Air Station Whidbey Island Complex, Washington

AGENCY: Department of the Navy, DoD

ACTION: Notice.

SUMMARY: Pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969 and regulations implemented by the Council on Environmental Quality (40 Code of Federal Regulations parts 1500–1508), the Department of the Navy (DoN) has prepared and filed with the U.S. Environmental Protection Agency a Draft Environmental Impact Statement (EIS) to assess the potential environmental impacts of adding up to 36 Growler aircraft at the Naval Air Station (NAS) Whidbey Island complex, and continuing and increasing Growler airfield operations. The NAS Whidbey Island complex is located in Island County, Washington, on Whidbey Island, in the northern Puget Sound region. The complex includes the main air station (Ault Field), which is in the north-central part of the island, adjacent to the city of Oak Harbor, and Outlying Landing Field (OLF) Coupeville. The OLF is approximately 10 miles south of Ault Field and is dedicated primarily to Field Carrier Landing Practice (FCLP).

With the filing of the Draft EIS, the DoN is initiating an extended public comment period of 75 days, beginning on November 10, 2016 and ending on January 25, 2017. Public meetings are scheduled to inform the public and receive comments on the environmental analysis presented in the Draft EIS. This notice announces the dates, times, and

locations of the public meetings and provides supplementary information about the Draft EIS.

DATES AND ADDRESSES: The DoN will hold public meetings to inform the public about the Draft EIS and the proposed action and alternatives under consideration and to provide opportunities for the public to comment on the Draft EIS. Federal, state, and local agencies and officials, Native American Indian Tribes and Nations, and interested organizations and individuals are encouraged to provide comments in person at the public meetings or in writing during the 75-day public review period. Public meetings will be held at the following dates, times, and locations:

1. Monday, December 5, 2016, from 3:00 p.m. to 6:00 p.m., at the Fort Worden State Park Conference Center, USO Hall, 200 Battery Way, Port Townsend, Washington 98368.
2. Tuesday, December 6, 2016, from 4:00 p.m. to 7:00 p.m., at the Oak Harbor Elks Lodge Grande Hall, 155 NE Ernst Street, Oak Harbor, Washington 98277.
3. Wednesday, December 7, 2016, from 3:00 p.m. to 6:00 p.m., at the Lopez Center for Community and the Arts, 204 Village Road, Lopez Island, Washington 98261.
4. Thursday, December 8, 2016, from 3:00 p.m. to 6:00 p.m., at the Seafarers' Memorial Park Building, 601 Seafarers Way, Anacortes, Washington 98221.
5. Friday, December 9, 2016, from 4:00 p.m. to 7:00 p.m., at the Coupeville High School Commons, 501 South Main Street, Coupeville, Washington 98239.

The public meetings will be open house sessions with informational poster stations. Members of the public will have the opportunity to ask questions of DoN representatives and subject matter experts. Attendees will also be able to provide verbal comments to a stenographer or submit written comments during the public meetings. In addition to participating in the public meetings, members of the public may submit comments via the U.S. Postal Service using the mailing address identified in the contact information later in this notice or electronically using the project Web site (<http://www.whidbeyeis.com>). All comments made at the public meetings or postmarked or received online by January 25 will become part of the public record and be considered in the Final EIS.

The DoN may release the city, state, and 5-digit zip code of individuals who provide comments during the Draft EIS public review period. However, the names, street addresses, email addresses

and screen names, telephone numbers, or other personally identifiable information of those individuals will not be released by the DoN unless required by law. Prior to each commenter making verbal comments to the stenographer at the public meetings the commenter will be asked whether he/she agrees to a release of their personally identifiable information. Those commenters submitting written comments, either using comment forms or via the project Web site, will be asked whether they authorize release of personally identifiable information by checking a "release" box.

FOR FURTHER INFORMATION CONTACT: EA-18G EIS Project Manager, Naval Facilities Engineering Command (NAVFAC) Atlantic, Attention: Code EV21/SS; 6506 Hampton Boulevard, Norfolk, Virginia 23508.

SUPPLEMENTARY INFORMATION: On September 5, 2013, the DoN published a notice of intent (NOI) in the **Federal Register** (78 FR 54635) to analyze the potential addition of 13 Growler aircraft to the existing Growler community stationed at NAS Whidbey Island. A revised NOI was published in the **Federal Register** on October 10, 2014 (79 FR 61296), which modified the proposed action by increasing the number of aircraft analyzed to 36 in order to account for the possible procurement of additional aircraft. Comments received during the two scoping periods were used to shape the analysis contained in the Draft EIS.

The DoN's proposed action is to: (1) Continue and expand existing Growler operations at Ault Field and OLF Coupeville; (2) increase capabilities to accommodate up to 36 additional aircraft, including the construction and renovation of facilities at Ault Field; (3) support flight operations of other aircraft, and (4) station additional personnel in the region.

The purpose of the proposed action is to augment the DoN's existing Electronic Attack community at NAS Whidbey Island by operating additional Growler aircraft as appropriated by Congress. The DoN needs to effectively and efficiently increase electronic attack capabilities in order to counter increasingly sophisticated threats and provide more aircraft per squadron in order to give operational commanders more flexibility in addressing future threats and missions. The need for the proposed action is to maintain and expand Growler operational readiness to support national defense requirements under Title 10, United States Code (U.S.C.), Section 5062.

In developing the proposed range of alternatives that meet the purpose of and need for the proposed action, the DoN carefully reviewed important considerations unique to the Growler community that is single-sited at NAS Whidbey Island, as well as Growler squadron training in light of Title 10 responsibilities; existing training requirements and regulations; existing DoN infrastructure; and Chief of Naval Operations guidance to support operating Naval Forces. Furthermore, the DoN evaluated past home basing decisions, reconsidered alternatives previously eliminated from analysis, and thoughtfully considered basing and training options suggested by the public during the two scoping periods. The Draft EIS explains the DoN's reasons for eliminating some alternatives and suggested options from further consideration. In addition, the Draft EIS explains why some alternatives presented in the October 10, 2014 revised NOI were not carried forward.

The action alternatives evaluated in the Draft EIS vary in terms of force structure and operations to accommodate the proposed increase in Growler aircraft. In addition, three operational scenarios (sub-alternatives) are evaluated, all of which focus on the distribution of annual FCLP airfield operations between Ault Field and OLF Coupeville.

In addition to the action alternatives, the DoN evaluated the potential environmental effects of the No Action Alternative. Under this alternative, the proposed action would not occur. Although the No Action Alternative would not meet the purpose of or need for the proposed action, the conditions associated with the No Action Alternative serve as reference points for describing and quantifying the potential environmental impacts associated with the proposed action alternatives. For this Draft EIS, the DoN is using the year 2021 for the No Action Alternative because it represents conditions when events at Ault Field affecting aircraft loading, facility and infrastructure assets, personnel levels, and number of aircraft are expected to be fully implemented and complete from previous aircraft home basing, aircraft retirement, and other related decisions.

The Draft EIS provides an analysis of the potential environmental effects of the proposed action on the following resources: Airspace and airfield operations; noise; public health and safety; air quality; land use; cultural resources; American Indian traditional resources; biological resources; water resources; socioeconomic; environmental justice; transportation;

infrastructure; geological resources; hazardous materials and wastes; and climate change and greenhouse gases. Consultation with the Washington State Historic Preservation Officer under Section 106 of the National Historic Preservation Act is pending. The Navy will also engage in consultations with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, Washington State Department of Ecology, and Native American Tribes and Nations.

The Draft EIS was distributed to federal, state, and local agencies and elected officials, Native American Indian Tribes and Nations, and other interested individuals and organizations. The Draft EIS is available for public electronic viewing or download at the project Web site (<http://www.whidbeyeis.com>). A paper copy of the Draft EIS may be reviewed at 22 public libraries in the northern Puget Sound region. The full list of and addresses for each of the libraries may be found at the project Web site.

To be included on the DoN's mailing list for future updates on the EIS, submit a request electronically using the project Web site or submit a written request to the address previously identified for further information. The same policy for release of personally identifiable information as identified above will be maintained by the DoN for individuals requesting to be included on the EIS mailing list.

Dated: November 9, 2016.

C.D. Mora,

*Commander, Judge Advocate General's Corps,
U.S. Navy, Federal Register Liaison Officer.*

[FR Doc. 2016-27827 Filed 11-17-16; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Project No. 2082-062; Project No. 2082-063; Project No. 14803-000; Project No. 14803-001]

PacifiCorp, Klamath River Renewal Corporation; Notice of Applications Filed With the Commission

Take notice that the following hydroelectric applications have been filed with the Commission and are available for public inspection:

a. *Types of Applications:* Application for Amendment and Partial Transfer of License; Application for Surrender of License.

b. *Project Nos.:* 2082-062 and 14803-000 (amendment and transfer

application); 2082-063 and 14803-001 (surrender application).

c. *Date Filed:* September 23, 2016.

d. *Applicants:* For license amendment and transfer: PacifiCorp (transferor) and Klamath River Renewal Corporation (transferee).

For license surrender: Klamath River Renewal Corporation.

e. *Name of Projects:* Klamath Project (P-2082).

Lower Klamath Project (P-14803).

f. *Locations:* Klamath Project—on the Klamath River in Klamath County, Oregon, and on the Klamath River and Fall Creek in Siskiyou County, California. The project includes about 477 acres of federal lands administered by the Bureau of Reclamation and the Bureau of Land Management.

Lower Klamath Project—on the Klamath River in Klamath County, Oregon, and Siskiyou County, California. The project would include about 395 acres of federal lands administered by the Bureau of Land Management.

g. *Filed Pursuant to:* Federal Power Act, 16 U.S.C. 791a-825r.

h. *Applicants Contact:* Sarah Kamman, Vice President and General Counsel, PacifiCorp, 825 NE Multnomah Street, Suite 2000, Portland, OR 97232, (503) 813-5865, sarah.kamman@pacificorp.com.

Michael Carrier, President, Klamath River Renewal Corporation, 423 Washington Street, 3rd Floor, San Francisco, CA 94111, (415) 820-4441, michael@klamathrenewal.org.

i. *FERC Contacts:* Amendment and Transfer: Steve Hocking, (202) 502-8753, Steve.Hocking@ferc.gov.

Surrender: John Mudre: (202) 502-8902, john.mudre@ferc.gov.

j. *Description of Amendment and Transfer Request:* The applicants request that the Commission transfer the J.C. Boyle, Copco No. 1, Copco No. 2, and Iron Gate developments of the existing Klamath Project No. 2082 from PacifiCorp to the Klamath River Renewal Corporation (Renewal Corporation) and create a new project, the Lower Klamath Project, for the transferred developments with the Renewal Corporation as the sole licensee. PacifiCorp requests that the license for Project No. 2082 be amended to delete references to the four transferred developments. The applicants state that they will make a supplemental filing on or before March 1, 2017, demonstrating the legal, technical, and financial capabilities of the Renewal Corporation to perform its responsibilities as transferee. Applicants further request that the Commission act on the amendment and transfer

application by December 31, 2017, and allow the Renewal Corporation six months from the issuance date of the order approving transfer to submit proof of its acceptance of license transfer.

k. *Description of Surrender Request:* The Renewal Corporation's request to surrender and decommission the Lower Klamath Project, including removal of the project dams is contingent upon a Commission order amending PacifiCorp's existing Klamath Project (P-2082) license to create a new project, the Lower Klamath Project, and transferring the Lower Klamath Project to the Renewal Corporation, as described in item (j), above. The Lower Klamath Project, as envisioned by the Renewal Corporation, would consist of the J.C. Boyle, Copco No. 1, Copco No. 2, and Iron Gate developments of the existing Klamath Project No. 2082, and the Renewal Corporation would be the sole licensee. The Renewal Corporation requests that the Commission not act on this request until it is ready to accept license transfer and states that it will file, by December 31, 2017, its decommissioning plan to serve as the basis for Commission staff's environmental and engineering review of the surrender application. Because only a licensee may file to surrender a license and the Commission does not accept contingent applications, the surrender application is deemed to be filed by both PacifiCorp and the Renewal Corporation. See 18 CFR 6.1 and 4.32(j). Therefore, while action on the amendment and transfer application is pending, the Commission will maintain both applications in the dockets for both project numbers. If the Commission approves the transfer and the Renewal Corporation accepts the license, following which the Renewal Corporation would become the sole licensee, the surrender proceeding would continue solely in Project No. 14803.

l. With this notice, we are initiating informal consultation with: (a) the U.S. Fish and Wildlife Service and NOAA Fisheries under section 7 of the Endangered Species Act and the joint agency implementing regulations at 50 CFR part 402; (b) NOAA Fisheries under section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act and implementing regulations at 50 CFR 600.920; and (c) the California and Oregon State Historic Preservation Officers, as required by section 106 of the National Historic Preservation Act, and the implementing regulations of the Advisory Council on Historic Preservation at 36 CFR part 800.

m. With this notice, we are designating PacifiCorp and the Renewal

electronically at: <https://www.epa.gov/air-emissions-factors-and-quantification/new-and-revised-emissions-factors-flares-and-new-emissions>.

FOR FURTHER INFORMATION CONTACT: Ms. Gerri Garwood, Measurement Policy Group (MPG), Sector Policies and Programs Division (D243-05), Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Research Triangle Park, North Carolina 27711, telephone number: (919) 541-2406; fax number: (919) 541-1039; and email address: garwood.gerri@epa.gov.

SUPPLEMENTARY INFORMATION: As described above, the EPA finalized these actions to fulfill its obligations under a settlement agreement, which resolves a petition for judicial review on actions the EPA took on April 20, 2015. On April 20, 2015, the EPA issued new and revised emissions factors for flares and other refinery process units and issued its final determination that revisions to existing emissions factors for tanks and wastewater treatment systems were not necessary in order to fulfill its obligations under a consent decree. Plaintiffs alleged that the EPA failed to perform nondiscretionary duties pursuant to Clean Air Act (CAA) section 130 to review, and, if necessary, revise the emissions factors for volatile organic compounds (VOC) for flares, liquid storage tanks (“tanks”), and wastewater collection, treatment and storage systems (“wastewater treatment systems”) at least once every 3 years. See *Air Alliance Houston, et al. v. EPA*, Case No. 15-1210 (D.C. Cir.) and *Air Alliance Houston, et al. v. McCarthy*, No. 1:13-cv-00621-KBJ (D.D.C.).

The settlement agreement outlined 20 specific Source Classification Codes (SCCs) that Plaintiffs argued should be included in Tables 13.5-1 and 13.5-2 of AP-42, *Compilation of Air Pollutant Emission Factors*. AP-42 is the primary compilation of EPA’s emissions factor information. Additionally, Plaintiffs sought minor clarifications to the text in Section 13.5 of AP-42, as well as an update to the VOC emissions factor due to errors in the original calculation.

Per the requirements of the settlement agreement, this final action was issued by December 16, 2016. To support this action, we developed a memorandum to document our determinations in regards to the 20 SCCs specified in the settlement agreement. We also revised section 13.5 of AP-42, the supporting background documentation, and the previously issued report, *Review of Emissions Test Reports for Emissions Factors Development for Flares and Certain Refinery Operations*. The SCC

determination memorandum and the revised report, along with a link to the updated section in AP-42 and supporting background documentation, were posted on the Web site listed in the ADDRESSES section of this document on December 14, 2016.

These actions constitute final agency action of national applicability for purposes of section 307(b)(1) of the CAA. Pursuant to CAA section 307(b)(1), judicial review of these final agency actions may be sought only in the United States Court of Appeals for the District of Columbia Circuit. Petitions for review must be filed by March 24, 2017. Judicial review of these final agency actions may not be obtained in subsequent proceedings, pursuant to CAA section 307(b)(2). These actions are not a rulemaking and are not subject to the various statutory and other provisions applicable to a rulemaking.

Dated: January 13, 2017.

Stephen Page,

Director, Office of Air Quality Planning and Standards.

[FR Doc. 2017-01263 Filed 1-19-17; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9031-4]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/nepa>. Weekly receipt of Environmental Impact Statements Filed 01/09/2017 Through 01/13/2017 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA’s comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

EIS No. 20170011, Draft, APHIS, Other, Revisions to USDA-APHIS 7 CFR part 340 Regulations Governing the Importation, Interstate Movement, and Environmental Release of Genetically Engineered Organisms, Comment Period Ends: 05/22/2017, Contact: Cindy Eck 301-851-3892.
EIS No. 20170012, Final, TVA, TN, Bull Run Fossil Plant Landfill, Review Period Ends: 02/21/2017, Contact: Anita E. Masters 423-751-8697.

EIS No. 20170013, Final, NPS, CA, Alcatraz Ferry Embarkation, Review Period Ends: 02/21/2017, Contact: Brian Aviles 415-561-4942.

EIS No. 20170014, Draft, APHIS, Other, Regulation of the Importation, Interstate Movement, and Intrastate Movement of Plant Pests, Comment Period Ends: 03/20/2017, Contact: Tracy Willard 301-851-3101.

EIS No. 20170015, Final, USFS, AZ, Camp Tatiyee Land Exchange, Review Period Ends: 02/21/2017, Contact: Randall Chavez 928-368-2106.

Amended Notices

EIS No. 20160263, Draft, USN, WA, EA-18G “Growler” Airfield Operations at the NAS Whidbey Island Complex, Comment Period Ends: 02/24/2017, Contact: Sarah Stallings 757-322-4733.

Revision to FR Notice Published 11/10/2016; Extending Comment Period from 01/25/2017 to 02/24/2017.

EIS No. 20160274, Draft, FHWA, NY, NYS Route 198 (Scajajuada Expressway) Corridor Project, Comment Period Ends: 01/25/2017, Contact: Peter Osborn 518-431-4127.

Revision to FR Notice Published 11/25/2016; Extending Comment Period from 01/25/2017 to 02/08/2017.

EIS No. 20160319, Draft, BLM, CA, Central Coast Field Office Draft Resource Management Plan Amendment for the Oil and Gas Leasing and Development, Comment Period Ends: 04/06/2017, Contact: Melinda Moffitt 916-978-4376.

Revision to FR Notice Published 01/06/2017; Extending Comment Period from 02/21/2017 to 04/06/2017.

Dated: January 17, 2017.

Dawn Roberts,

Management Analyst, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2017-01426 Filed 1-19-17; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OECA-2013-0310; FRL-9955-64-OEI]

Information Collection Request Submitted to OMB for Review and Approval; Comment Request; NSPS for Sewage Sludge Treatment Plants (Renewal)

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: The Environmental Protection Agency has submitted an information

contesting contents, and appealing initial agency determinations are published in OSD Administrative Instruction 81; 32 CFR part 311, or may be obtained from the system manager.”

* * * * *

[FR Doc. 2017-01450 Filed 1-23-17; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Office of the Secretary

[Docket ID: DOD-2014-OS-0039]

Submission for OMB Review; Comment Request

ACTION: Notice.

SUMMARY: The Department of Defense has submitted to OMB for clearance, the following proposal for collection of information under the provisions of the Paperwork Reduction Act.

DATES: Consideration will be given to all comments received by February 23, 2017.

FOR FURTHER INFORMATION CONTACT: Fred Licari, 571-372-0493.

SUPPLEMENTARY INFORMATION:

Title, Associated Form and OMB Number: Military Spouse Employment Partnership (MSEP) Career Portal; OMB Control Number 0704-XXXX.

Type of Request: New collection.
Number of Respondents: 22,450.
Responses per Respondent: 1.
Annual Responses: 22,450.
Average Burden per Response: 28.33 minutes.

Annual Burden Hours: 16,663.
Needs and Uses: The Military Spouse Employment Partnership (MSEP) Career Portal is the sole web platform utilized to connect military spouses with companies seeking to hire military spouse employees. Participating companies, called MSEP Partners, are vetted and approved participants in the MSEP Program and have pledged to recruit, hire, promote and retain military spouses in portable careers.

Affected Public: Business or other for-profit; individuals or households; not-for-profit institutions; federal government.

Frequency: On occasion.
Respondent's Obligation: Required to obtain or retain benefits.

OMB Desk Officer: Ms. Jasmeet Seehra.

Comments and recommendations on the proposed information collection should be emailed to Ms. Jasmeet Seehra, DoD Desk Officer, at Oira_submission@omb.eop.gov. Please identify the proposed information

collection by DoD Desk Officer and the Docket ID number and title of the information collection.

You may also submit comments and recommendations, identified by Docket ID number and title, by the following method:

• *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

Instructions: All submissions received must include the agency name, Docket ID number and title for this **Federal Register** document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing on the Internet at <http://www.regulations.gov> as they are received without change, including any personal identifiers or contact information.

DOD Clearance Officer: Mr. Frederick Licari.

Written requests for copies of the information collection proposal should be sent to Mr. Licari at WHS/ESD Directives Division, 4800 Mark Center Drive, East Tower, Suite 03F09, Alexandria, VA 22350-3100.

Dated: January 17, 2017.

Aaron Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2017-01444 Filed 1-23-17; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Office of the Secretary

Defense Advisory Committee on Military Personnel Testing; Notice of Federal Advisory Committee Meeting

AGENCY: Under Secretary of Defense for Personnel and Readiness, Department of Defense.

ACTION: Meeting notice.

SUMMARY: The Department of Defense is publishing this notice to announce the following Federal advisory committee meeting of the Defense Advisory Committee on Military Personnel Testing.

DATES: Thursday, February 23, 2017, from 9:00 a.m. to 4:00 p.m. and Friday, February 24, 2017, from 9:00 a.m. to 12:00 p.m.

ADDRESSES: The Pine Inn, Ocean Avenue, between Lincoln and Monte Verde Street, Carmel, California.

FOR FURTHER INFORMATION CONTACT: Dr. Jane M. Arabian, Assistant Director, Accession Policy, Office of the Under Secretary of Defense for Personnel and

Readiness, Room 3D1066, The Pentagon, Washington, DC 20301-4000, telephone (703) 697-9271.

SUPPLEMENTARY INFORMATION: This meeting is being held under the provisions of the Federal Advisory Committee Act of 1972 (title 5, United States Code (U.S.C.), Appendix, as amended), the Government in the Sunshine Act of 1976 (5 U.S.C. 552b, as amended), and title 41, Code of Federal Regulations (CFR), section 102-3.150.

Purpose of the Meeting: The purpose of the meeting is to review planned changes and progress in developing computerized tests for military enlistment screening.

Agenda: The agenda includes an overview of current enlistment test development timelines, test development strategies, and planned research for the next 3 years.

Public's Accessibility to the Meeting: Pursuant to 5 U.S.C. 552b and 41 CFR 102-3.140 through 102-3.165, and the availability of space, this meeting is open to the public.

Committee's Designated Federal Officer or Point of Contact: Dr. Jane M. Arabian, Assistant Director, Accession Policy, Office of the Under Secretary of Defense for Personnel and Readiness, Room 3D1066, The Pentagon, Washington, DC 20301-4000, telephone (703) 697-9271.

Persons desiring to make oral presentations or submit written statements for consideration at the committee meeting must contact Dr. Jane M. Arabian at the address or telephone number in **FOR FURTHER INFORMATION CONTACT** no later than January 27, 2017.

Dated: January 17, 2017.

Aaron Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2017-01433 Filed 1-23-17; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Extension of Public Comment Period for the Draft Environmental Impact Statement for EA-18G "Growler" Airfield Operations at Naval Air Station Whidbey Island Complex, Washington

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: A notice of availability was published by the U.S. Environmental Protection Agency (EPA) in the **Federal Register** on November 10, 2016 (81 FR

79019) for the Draft Environmental Impact Statement (EIS) for EA-18G "Growler" Airfield Operations at Naval Air Station (NAS) Whidbey Island Complex, Washington. At that time, the Department of the Navy (DoN) offered a 75-day extended public comment period which will end on January 25, 2017. This notice confirms a 30-day extension of the public comment period through February 24, 2017.

FOR FURTHER INFORMATION CONTACT: EA-18G EIS Project Manager, Naval Facilities Engineering Command (NAVFAC) Atlantic, Attention: Code EV21/SS; 6506 Hampton Boulevard, Norfolk, Virginia 23508.

SUPPLEMENTARY INFORMATION: The public comment period for the Draft EIS for EA-18G "Growler" Airfield Operations at NAS Whidbey Island Complex, Washington, will be extended until February 24, 2017. Comments may be submitted in writing to the address identified above. In addition, comments may be submitted online at <http://www.whidbeyeis.com>. All written comments must be postmarked or received online by February 24, 2017 to ensure they become part of the official record. All comments submitted to the DoN during the public comment period will be addressed in the Final EIS.

Those commenters submitting written comments should indicate whether they authorize release of personally identifiable information. The DoN may release the city, state, and 5-digit zip code of individuals who provide comments during the Draft EIS public review period. However, the names, street addresses, email addresses and screen names, telephone numbers, or other personally identifiable information of those individuals will not be released by the DoN unless required by law.

The Draft EIS is available for public electronic viewing or download at the project Web site. A paper copy of the Draft EIS may be reviewed at 22 public libraries in the northern Puget Sound region. The full list of and addresses for each of the libraries may be found at the project Web site.

Dated: January 12, 2017.

A.M. Nichols,

Lieutenant Commander, Judge Advocate General's Corps, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2017-01513 Filed 1-23-17; 8:45 am]

BILLING CODE 3810-FF-P

EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

Agency Information Collection Activities: Proposed Collection; Submission for OMB Review

AGENCY: Equal Employment Opportunity Commission.

ACTION: Final Notice of Submission for OMB Review—Extension Without Change: Local Union Report (EEO-3).

SUMMARY: In accordance with the Paperwork Reduction Act, the Equal Employment Opportunity Commission (EEOC or Commission) announces that it is submitting to the Office of Management and Budget (OMB) a request for a three-year extension without change of the Local Union Report (EEO-3) (Form 274).

DATES: Written comments on this notice must be submitted on or before February 23, 2017.

ADDRESSES: Comments on this notice must be submitted to Joseph B. Nye, Policy Analyst, Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street NW., Washington, DC 20503, email oira_submission@omb.eop.gov. Commenters are also encouraged to send comments to the EEOC online at <http://www.regulations.gov>, which is the Federal eRulemaking Portal. Follow the instructions on the Web site for submitting comments. In addition, the EEOC's Executive Secretariat will accept comments in hard copy. Hard copy comments should be sent to Bernadette Wilson, Acting Executive Officer, EEOC, 131 M Street NE., Washington, DC 20507. Finally, the Executive Secretariat will accept comments totaling six or fewer pages by facsimile ("fax") machine before the same deadline at (202) 663-4114. (This is not a toll-free number.) Receipt of fax transmittals will not be acknowledged, except that the sender may request confirmation of receipt by calling the Executive Secretariat staff at (202) 663-4070 (voice) or (202) 663-4074 (TTY). (These are not toll-free telephone numbers.) The EEOC will post online at <http://www.regulations.gov> all comments submitted via this Web site, in hard copy, or by fax to the Executive Secretariat. These comments will be posted without change, including any personal information you provide. However, the EEOC reserves the right to refrain from posting libelous or otherwise inappropriate comments including those that contain obscene, indecent, or profane language; that contain threats or defamatory statements; that contain hate speech

directed at race, color, sex, national origin, age, religion, disability, or genetic information; or that promote or endorse services or products. All comments received, including any personal information provided, also will be available for public inspection during normal business hours by appointment only at the EEOC Headquarters Library, 131 M Street NE., Washington, DC 20507. Upon request, individuals who require assistance viewing comments will be provided appropriate aids such as readers or print magnifiers. To schedule an appointment, contact EEOC Library staff at (202) 663-4630 (voice) or (202) 663-4641 (TTY). (These are not toll-free numbers.)

FOR FURTHER INFORMATION CONTACT:

Ronald Edwards, Director, Program Research and Surveys Division, Equal Employment Opportunity Commission, 131 M Street NE., Room 4SW30F, Washington, DC 20507; (202) 663-4949 (voice) or (202) 663-7063 (TTY). Requests for this notice in an alternative format should be made to the Office of Communications and Legislative Affairs at (202) 663-4191 (voice) or (202) 663-4494 (TTY).

SUPPLEMENTARY INFORMATION: The EEOC has collected information from local unions on the EEO-3 form since 1967. A notice that EEOC would be submitting this request was published in the **Federal Register** on September 13, 2016 allowing for a 60-day public comment period. There were no comments received from the public.

Overview of Information Collection

Collection Title: Local Union Report (EEO-3).

OMB Number: 3046-0006.

Frequency of Report: Biennial.

Type of Respondent: Referral local unions with 100 or more members.

Description of Affected Public: Referral local unions and independent or unaffiliated referral unions and similar labor organizations.

Responses: 1,075.¹

Biennial Reporting Hours: 2203.75.

Biennial Cost Burden: \$90,885.34.

Biennial Federal Cost: \$81,935.

Number of Forms: 1.

Form Number: EEOC Form 274.

Abstract: Section 709(c) of Title VII of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000e-8(c), requires labor organizations to make and keep records relevant to a determination of whether unlawful employment practices

¹ This figure differs from the estimated number of respondents provided in the September 13, 2016 **Federal Register** notice. The figure was changed to reflect the most current information on the number of EEO-3 filers.

Press Releases

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Press Release

Public Affairs Office
Commander, U.S. Fleet Forces Command
1562 Mitscher Avenue,
Suite 250
Norfolk, Va. 23551-2487
(757) 836-4421
Fax: (757) 836-3601

FOR IMMEDIATE RELEASE

Press Release – 08-16
April 5, 2016

NAS Whidbey Island Draft EIS Release Now Scheduled for Fall

The Draft Environmental Impact Statement (EIS) for the addition of Growler aircraft to NAS Whidbey Island, originally scheduled to be released to the public this summer, will now be released in the fall. The Draft EIS will address the environmental impacts associated with the potential addition of up to 36 EA-18G Growler aircraft at NAS Whidbey Island.

The public will be notified when the draft document is available for review. A press release will be distributed to interested media, advertisements will be placed in local newspapers, and copies of the draft document will be provided to area libraries. The document will also be available for public review on the project web site. The release of the document will begin a public comment period, during which interested members of the public are encouraged to comment on the document. Public meetings will be scheduled and announced at that time as well.

Additional information about the Draft EIS can be found on the project website at: <http://www.whidbeyeis.com>. The public website includes up-to-date information on the project and schedule, as well as related documents associated with the Draft EIS.

-USN-



Press Release

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Commander, U.S. Fleet Forces Command
1562 Mitscher Avenue,
Suite 250
Norfolk, Va. 23551-2487
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Fax: (757) 836-3601

FOR IMMEDIATE RELEASE

Press Release – 01-17
Jan. 13, 2017

Navy Extends Public Comment Period for Growler Draft Environmental Impact Statement

In response to requests from elected officials, the Navy has agreed to extend (by 30 days) the public comment period for the Draft Environmental Impact Statement (EIS) for EA-18G Growler airfield operations at Naval Air Station Whidbey Island. The original extended public comment period of 75 days was due to conclude January 25. The comment period will now conclude on February 24.

The Draft EIS is available for review and comment on the project website (<http://www.whidbeyeis.com>). Comments may also be submitted in writing to:
EA-18G EIS Project Manager
Naval Facilities Engineering Command (NAVFAC)
Atlantic, Attn: Code EV21/SS
6506 Hampton Blvd., Norfolk, VA 23508

All comments must be postmarked, received online or provided in a format listed above no later than February 24, 2017.

Hard copies of the Draft EIS are also available at the following area public libraries:
Oak Harbor City Library, Anacortes Public Library, La Conner Regional Library, Coupeville Library, San Juan Island Library, Lopez Island Library District, Orcas Island Public Library, Island Library, Camano Island Library, Mount Vernon City Library, Port Townsend Public Library, Guemes Island Library, Seattle Public Library, Burlington Public Library, Freeland Library, Langley Library, Clinton Library, North Olympic Library System Sequim, Bellingham Public Library, North Olympic Library System Port Angeles, Jefferson County Library and Sedro-Woolley Library.

-USN-

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Initial Comment Period and Notice of Public Meetings

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Anacortes American

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Kathryn Schultz

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1/13/17

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County of: Skagit

On the ___ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public

Police Blotter

A 41-year-old Anacortes woman was arrested Tuesday, Nov. 8, in the 1100 block of Fourth Street on a felony warrant out of Superior Court.

A search of her backpack yielded a bag containing used needles, a knife, cut straws, a syringe full of heroin and some heroin in a baggie.

Also found were five individual pill containers with various prescription medications, none of which was in her name. The woman was taken to jail and booked on her warrant and five counts of unlawful possession of a drug, one count of possession of drug paraphernalia and one count of violation of the Controlled Substances Act.

Among the other 173 cases handled by Anacortes police during the previous week:

Saturday, Nov. 5

- A corporal on patrol was flagged down near the intersection of 15th Street and L Avenue around 12:20 a.m. The individual told police there was a dark-colored sedan driving through the area multiple times and as the two were speaking, a vehicle matching the description turned west onto 15th Street. The corporal ran the registration on the vehicle and it showed as stolen out of the Marysville Police Department.

A short time later,



another officer called out with the vehicle in the 1300 block of Commercial Avenue and officers ordered both occupants out of the vehicle. The two male occupants complied.

The 25-year-old Oak Harbor driver had a suspended license and an interlock requirement. He now faces possible charges of possession of a stolen motor vehicle, first-degree driving with license suspended, and driving without an ignition interlock. The 19-year-old male passenger also faces a possible possession of a stolen motor vehicle charge. Both men were released after being advised of possible charges.

- Just before midnight, a corporal was dispatched to a suspicious complaint in the 500 block of Q Avenue. The reporting party stated there was a parked SUV with an open door and no one inside. As the corporal approached the vehicle, he saw a man in the vehicle who appeared

to be under 21 years of age and two open bottles of alcohol in the cup holder and floorboard.

Investigation revealed the 19-year-old was intoxicated. He was cited and released from the scene for minor in possession.

Sunday, Nov. 6

- An officer on patrol on South March's Point Road saw a black sport sedan speed past in the westbound lane. The officer stopped the vehicle at the Christianson Road/Highway 20 intersection to speak with the driver.

The 16-year-old boy had no valid driver's license and allegedly admitted smoking marijuana earlier in the day. Further, the officer observed behaviors and physical signs of marijuana use, including eyelid tremors and a green tongue. The driver was taken into custody on a charge of DUI and later taken for a blood draw. He was released to a parent after being cited for DUI and no valid license.

- An officer was flagged down by a boat owner while on patrol around 1:40 p.m. The owner reported his trailer boat was parked in the 400 block of M Avenue when someone broke into it and stole about \$400 worth of survival supplies. There are no suspects.

- Just before 2 p.m., a motorcycle versus pickup

collision occurred at 12th Street and Commercial Avenue. The motorcyclist was driving south on Commercial when his bike struck the rear of a pickup that turned in front of him toward 12th Street. The motorcyclist was transported to the hospital for minor injuries. The 72-year-old pickup driver received a traffic infraction for failure to yield right of way.

Monday, Nov. 7

- An officer on patrol at Sharpes Corner around 8 p.m. saw a sedan with expired tabs as of October. The officer stopped the vehicle as it turned south on Highway 20 and contacted the female driver as well as a male passenger known to police.

A records check on the passenger revealed the 23-year-old had a misde-

meanor warrant out of Mount Vernon Municipal Court and he was taken into custody and transported to the station. The jail declined to accept him, so he was released after agreeing to appear for his mandatory court date.

Tuesday, Nov. 8

- A dark blue 15-inch Jamis Trail kids bike was reported stolen from an unsecured storage location on 10th Street sometime in the previous week. There are no suspects.

Wednesday, Nov. 9

- Officers were dispatched about 9 a.m. to a fight in progress between two women in the area of 33rd Street and O Avenue. Officers determined the two adult sisters had been drinking and got into a verbal argument

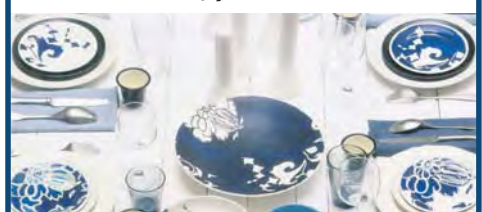
that turned physical. The victim had scratches to her elbows, neck, and face and her sister, an 18-year-old from Anacortes, reportedly admitted to being the primary aggressor.

The 18-year-old was taken into custody and booked in the Skagit County Jail on charges of domestic violence assault and minor in possession

Friday, Nov. 11

- An officer took a cold malicious mischief report from a resident on 23rd Street who stated someone entered her vehicle two days earlier by removing the antennae from another one of her vehicles and unlocking the door. The vehicle that was entered sustained minor damage and nothing appeared to be taken. There are no suspects.

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THE NAVY HAS ISSUED A NOTICE OF AVAILABILITY FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND COMPLEX. YOU ARE INVITED TO OPEN HOUSE PUBLIC MEETINGS TO SUBMIT COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT.

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<p>The Draft EIS is available for review at www.whidbeveis.com and at 22 local libraries. Public Meeting materials will be made available at www.whidbeveis.com and at 22 local libraries prior to the first meeting.</p>			
<p>THE NAVY IS REQUESTING AND WELCOMES PUBLIC COMMENTS. The release of the Draft EIS begins an extended public comment period which lasts 75-days and ends on January 25, 2017. Written and oral comments may be submitted at the open house public meetings. Written comments may also be submitted online at the project website or mailed to:</p>			
<p>EA-18G EIS Project Manager Naval Facilities Engineering Command (NAVFAC) Atlantic, Attn: Code EV21JSS 6506 Hampton Blvd., Norfolk, VA 23508</p>		<p>Friday, December 9, 2016 Coupeville High School Commons 501 South Main Street Coupeville, WA 98239 4 PM - 7 PM</p>	
<p>All comments must be postmarked, received online or provided in a format listed above no later than January 25, 2017.</p>			

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1 Hall et al., "Unicompartmental Knee Arthroplasty (Alls Uni-Knee): An Overview With Nursing Implications," Orthopedic Nursing, 2004, 23(3): 163-171.
2 Repicci, JA, et al., "Minimally Invasive Surgical Technique for Unicompartmental Knee Arthroplasty," J South Orthopedic Association, 1999 Spring, 8(1): 20-7.
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Zero

Continued from page A1

of Commerce and PSE.

However, the recently proposed project would have been real estate intensive, Buckenmeyer said. At the treatment plant alone, it would have taken up two roof structures and a lot of ground space. Plus financing of the project was complicated.

"It just became too complex," he said.

Instead, the mayor and council directed staff to come up with alternative solutions for reducing the city's carbon footprint.

Buckenmeyer said he came up with two changes the city could make that together would save money — invest in Green Direct and withdraw from another PSE program that guarantees uninterrupted power at the water treatment plant.

Due to the importance of the plant operating 24/7, the city has paid a premium for the service, Buckenmeyer. However, the new backup system of generators and stored fuel acquired when the plant was expanded in 2013 has been used several times and found to be reliable.

The switch to interruptible power will save the city nearly \$100,000, he said. The Green Direct program will cost the city



CONTRIBUTED / PUGET SOUND ENERGY

Puget Sound Energy's Lower Snake River Wind Facility, above, was completed in early 2012. If approved by its board and agreements with Renewable Energy Systems Americas can be finalized, the Skookumchuck Wind Energy Project in Thurston and Lewis counties will be its next green energy project with the city of Anacortes as one of its investors.

about \$66,000 the first year, creating a net savings of the city's overall electrical expenses.

Once the wind farm is up and running, the city's electric bills will remain the same except for an additional green energy charge and a green energy credit.

The credit comes from the other PSE resources, such as hydro, natural gas, coal and other wind energy, that the city would

no longer use as it participates in the wind farm project. The credit could go up and down depending on energy costs, but the green energy charge will remain the same save for an annual 2 percent increase.

"The price guarantee is the amount that you'd be charged for the wind product," Heather Mulligan, PSE green power market manager, told city council at its Nov. 14

meeting.

The amount of the credit is not guaranteed, she said. It will change as PSE's portfolio of energy resources, and rates change.

"There's all likelihood that credit will exceed the amount (of the green

charge) and this will also be a positive number in the future," Buckenmeyer said.

City staff originally proposed only enrolling the city water treatment plant's electric account. However, after discussions with the mayor and council members, Buckenmeyer submitted a non-binding enrollment application to PSE to sign up all the city's electric accounts for a 20-year term.

An average 2-MW wind turbine is capable of producing 17.5 million kWh a year, according to Climate Central, a nonprofit conducting research and reporting on climate change. However, because the wind isn't always blowing, turbines are estimated to produce about 25 percent of what they are capable of.

The city water treatment plant uses about 13 million kWh per year, which costs more than \$700,000. The rest of the city government's electric usage is about 2 million kWh per year. The cost in total is about \$1 million a year.

As PSE collects letters of intent from other entities, it is working on a power purchase agreement with Renewable Energy Systems. Once the program is finalized by its board, PSE will come back to the city with a binding agreement that will go into full effect when the project starts producing power, estimated in January 2019, Mulligan said.

At that point, Anacortes' governmental participation will make it carbon neutral as far as electrical use as far as consumption, Buckenmeyer said.

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State of: _____

County of: _____

On the ____ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public

San Juan County Sheriff's Log | Nov. 2 - Nov. 8

The San Juan County Sheriff's Office responded to the following calls:

Nov. 2

•A Friday Harbor deputy received a report of a theft of apples from a property. There are no suspects.

•An unwanted person was reported in Friday Harbor. The person left when asked and the business is writing a trespassing letter to be served.

•An Orcas Island business reported an attempted wire fraud. The fraud was averted with no loss while the investigation continues.

•A Lopez deputy was dispatched to retain a dog running at large. The dog, with no collars or tags, was unknown to the caller and deputy and held in the kennel pending the owner's identification. Lopez Animal Protection Society was notified.

•San Juan deputies conducted a welfare check, requested by San Juan County juvenile department, on a juvenile female. The female was safe at her mother's.

•A San Juan deputy was dispatched to a vehicle and pedestrian collision with injury. The pedestrian was transported to the medical center, a report was taken and the investigation continues.

Nov. 3

•A driver, repeatedly crossing the center line, was pulled over on Bailer Hill Road in Friday Harbor. The driver was cited for failing to drive in the right-hand lane and was asked to re-test with department of licensing. The Sheriff's Office has had frequent traffic contacts with her.

•A Friday Harbor deputy was dispatched to False Bay Drive in reference to a person, slumped over the steering wheel of her car. The driver was found to be under the influence of alcohol and uncooperative. The subject was detained for community safekeeping.

•National park rangers reported trespassing and camping on Fourth of July Beach on San Juan Island. The tent was located, but unoccupied and possibly abandoned. Deputies will continue to monitor the campsite.

•A vessel found mooring at the San Juan County boat dock in Orcas was issued a ticket for a day-use violation. The vessel was previously warned in writing about this violation.

•An Orcas driver was cited for failure to obey a traffic control device at Deer Harbor and Crow Valley Roads in Eastsound.

•An Orcas driver was stopped for speeding at 53

mph in a posted 35 mph zone. Vehicle registration and insurance were expired and the driver was cited.

Nov. 4

•A San Juan deputy observed a subject hiding in the bushes next to a Spring Street building. When the deputy tried to make contact, the subject ran. The deputy chased the subject for two blocks before losing him.

•A Lopez deputy attempted to conduct a welfare check after a caller reported an acquaintance was considering suicide. The exact location of the person was unknown and he was not located. Attempts to locate him continue.

•A deputy was dispatched to an unattended death in the San Juan area. The investigation was completed, the victim was removed and no crime was reported.

•A report of a tenant with mental health issues off Mud Bay Road prompted Lopez deputies to conduct a welfare check. The tenant departed prior to the deputies' arrival and he was not located. A report was completed.

•An Orcas deputy returned a Lopez resident's call about possible fraud.

The victim paid for computer service through the internet, which left her computer infected and inoperable. A report was taken.

Nov. 5

•San Juan deputies responded to a residence for CPR in progress. The victim was transported to the hospital. The investigation continues.

•A man, with a reported mental health crisis on Nov. 4, was located by a Lopez deputy. The man was not currently in crisis. He declined help and was released.

•A San Juan deputy was dispatched to an assault. After an investigation, no law enforcement action was taken.

•A Lopez resident reported a suspicious vehicle, with fogged windows, parked in a neighbor's driveway. The vehicle left before the deputy arrived. No further action was taken.

•A San Juan deputy contacted a resident about an ex-boyfriend stalking her. The incident is under investigation.

Nov. 6

•San Juan deputies responded to a disturbance in Friday Harbor. Deputies

checked the area and found the report to be not credible.

Nov. 7

•San Juan deputies provided a civil standby for a house guest who wanted to leave a Friday Harbor residence. Deputies kept the peace and no further action was required.

•An Orcas deputy received a returned call about mail theft and possible fraud. A report was taken and a referral to the U.S. Postal Inspection Service was made.

•A Decatur Island man reported that electronics were stolen from his home. A report was taken and the investigation continues.

•A Friday Harbor resident reported that a purse and wallet were removed from an unlocked vehicle parked in the 415 Carter Avenue apartment complex on Nov. 4. A credit card was stolen and used at multiple locations. There is no suspect.

•An Orcas deputy was dispatched to an Eastsound business on the report of an anti-harassment order violation. The parties were advised and separated. A report was forwarded to the San Juan County

Prosecutor's Office.

•A biker reported to a San Juan deputy that he hit a deer on Roche Harbor Road in Friday Harbor. He was transported to the hospital for injuries.

•A Friday Harbor female reported a problem with her ex-boyfriend. After checking the residence and area, deputies were unable to locate him or signs of the problem she reported. An information report was filed.

•An Orcas deputy observed a vehicle and deer collision on Olga Road. The driver was cited and a report was completed.

Nov. 8

•An Orcas deputy was dispatched to an Eastsound business that reported a citizen dispute. A report was completed after an investigation.

•A San Juan deputy received a report of a domestic disturbance in Friday Harbor. The investigation revealed no one was assaulted.

•An Orcas deputy stopped a vehicle speeding on Lover's Lane. The driver was cited for speeding and warned for no insurance card and an expired registration.

Meth and burglary | Crime briefs

Theft and burglary charges on Orcas

By Cali Bagby
General manager

Adam Michael Thomas, 24, of Orcas Island, is charged with trafficking in stolen property in the first degree, burglary in the second degree and theft in the first degree.

Thomas had a bond set for \$20,000 or cash of \$2,000. He was bailed out in October and had an arraignment set for Nov. 4, which he did not appear at. There is currently a warrant out for his arrest.

On Oct. 18 a deputy responded to a report of a burglary at a business in Eastsound. He found broken locks on the building at the south door, which is out of the view from the street.

The owner of the store was off island at the time of the incident, but found out about the crime from surveillance camera footage from Oct. 17. According to the deputy's report, the video shows the suspect's face as he removed items.

The store owner and her friend both identified Thomas as the man in the video.

The friend, who was also a former roommate of Thomas, stated that she could identify him in the video

because of the way he trimmed his beard, his habit of pulling up his pants from the rear because he preferred loose fitting jeans and his skater-style footwear.

The deputy, who has had numerous contacts with Thomas, also identified him as the man in the video.

A witness identified Thomas as being two blocks from the store an hour prior to the crime, according to the officer's report. The deputy also used a Facebook photo of Thomas to positively identify him on the surveillance footage.

The store owner also showed the deputy video of Thomas in her business during regular hours on Oct. 9. The deputy wrote, "Thomas is clearly seen walking around the store in the same manner and gait as in the burglary, including pulling up his pants."

The owner estimated that \$8,000 worth of merchandise was taken from the shop. On Oct. 21 deputies found several items were pawned by Thomas in Mt. Vernon. The store owner confirmed they were her wares.

Thomas' criminal record includes trafficking in stolen property, driving with a license suspended in the third degree - criminal driving, theft and criminal trespass.

Friday Harbor man charged with meth possession

By Cali Bagby
General manager

Bradley Jason Faylor, 30, of Friday Harbor, has been charged with possession of methamphetamine. His arraignment is set for Nov. 18.

On the night of July 13, a deputy arrived at an apartment complex in Friday Harbor after being called to "keep the peace" by a citizen who wanted to get personal items inside a residence.

Inside the apartment, the deputy found Faylor exiting a back bedroom. Faylor was taken into custody after the deputy found him in violation of an outstanding warrant in Skagit County. The deputy found a small black container with white powder inside it in Faylor's shirt pocket.

The deputy recorded that Faylor told him it was not heroin, "but a little bit of meth." The substance was sent to the Washington State Patrol crime lab and was certified as methamphetamine. Faylor's criminal record includes theft, use/delivery of drug paraphernalia and possession of a controlled substance.

Will the spirit of theatre prevail?

SJCT Family Theatre's *The Grunch, A New Musical*

Thursday-Sunday, November 17-20
San Juan Community Theatre

PUBLIC NOTICE

Notice of Availability of the Northwest Training and Testing (NWTT) Environmental Impact Statement/Overseas Environmental Impact Statement (EIS/OEIS) Record of Decision

The U.S. Navy has announced its decision to implement its Preferred Alternative (Alternative 1) to conduct military readiness training and testing activities primarily within existing range complexes, operating areas and testing ranges of the NWTT Study Area. The Navy made its decision after carefully considering the potential impacts training and testing activities may have on the human, natural and cultural environment, as well as comments from government agencies, tribal governments and the public on the proposal and environmental analysis.

Minimizing impacts on the marine environment from training and testing is an important goal for the Navy. In its commitment to environmental protection, the Navy will implement revised mitigation measures in accordance with Endangered Species Act and Marine Mammal Protection Act authorizations.

The Navy's Record of Decision and Final EIS/OEIS are available online at www.NWTTIEIS.com and at 21 community libraries. Please call 360-396-0965 for library locations.



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1

Election

Continued from page 1

as well as other elected officials and staff.

Watson has had a long career in the tech industry as a software engineer and manager. He said he believes strongly in classifying land, use regulations, fostering year-round employment and encouraging long-term affordable rental housing.

"I feel privileged to join a great, solid and professional team and look forward to working with them," said Watson.

His opponent, Bob Larman spent 30 years with the local phone company before going out on his own and becoming a small business owner.

"It is like to thank Bob Larman. I've appreciated our discussion and debates and wish him well. We didn't discuss personal issues — we kept talking about county issues," said Watson. "I respect Bob and his willingness to serve as well."

In his time on the council, Larman has been a part of some major highway infrastructure projects like the approval of Shoreline Master Program and Critical Areas Ordinance.

"I want to thank the commission for their support and for electing me the first time. I enjoyed serving the citizens of this county," said Larman. "I did the best possible job I could and I will look at other ways to serve my community."

District 2

"Thank you San Juan County for the opportunity to serve last more years from District 2," said Hughes. "I'm looking forward to working with the commission to solve hard issues like affordable housing, expanded ferry capacity, salmon recovery, sustainable agriculture, diversified economy and expanded regional transportation options."

"Since his election in 2013, Hughes has been a part of the following endeavors:

public works safety improvements to county roads; a park and ride facility at the Ocean Ferry Landing; electric vehicle and charging stations throughout the San Juan; for government employees; passing every state-required legislation in the past three years, including the Shoreline Master Program; putting away money in the rainy day fund and paying off the Solid Waste Excise fund.

Prior to moving full-time to Orcutt, Hughes was an executive with EUPV.com and was one of the first online advertising sales executives. Now he and his wife Marilee own and operate Ray's Pharmacy in Eatonville.

Legislative District 40

In the race for Legislative District 40 State Senators, island voted Kevin Rankin in at a 74 percent lead against Daniel B. Miller.



Congressional District 2 U.S. Representative

In the race for Congressional District 2 U.S. Representative, Rock Larsen won the vote ahead of Max Hironomus with 73.55 percent.

Other races

Gov. Jay Inslee (D) was elected for his second term as state governor and Sen. Patty Murray (D) for her

8th term in the U.S. Senate. San Juan County voted the same.

San Juan County and Washington voters passed an almost 54 increase for the health insurance wage over the next three years to \$13.00. Despite Democratic, presidential nominee Hillary Clinton, was in San Juan County and Washington, Clinton lost to Republican presidential nominee Donald Trump. "This race was a tough one — and I've been through a few," said San Juan Island

Continued from page 1

Rep. Watson and Rock Hughes.

voter Paul Hopkins. "It gets harder every four years."

For San Juan County residents, the presidential choice was difficult.

"Voting was really hard this year because of the choices," said Dawn Falls. "Actually, it was fun until I got to the presidential race — I left that for last."

To view election results in full, visit results.wa.gov/elections/current/elections.

Buck

Continued from page 1

ly members. Following his performance, by popular demand and the urging of his children, he put on a concert at the community theater to benefit the Koster Maus. Fund by and Barbara established in order to help being music instruction and instruments to K-6 grade children in Friday Harbor.

He was active in numerous service groups on the island. Buck was the charter president of the Lions Club. He belonged to the American Legion and was a

past master of the San Juan Islands Masonic Lodge. He was a member of the Boy Scout Order of Leisler and a charter member of the San Juan Island Yacht Club.

The Bucks and Art Taylor joined the funeral for a period of time with Tommy Thomas as editor. Buck also ran for the state legislature, following in the footsteps of his father, who had been a Washington state legislator many years ago.

Buck wrote three books: "The Buck Stopped Here," "A Letter to the People of Our Amazing and Wonderful San Juan Islands" and "Every Day Is

An Advertiser (Growing up on San Juan Island)" that are available at Griffin Bay Bookstore.

"Sam loved to engage people even those he'd never met. He charmed people with his smile and the twinkle in his eyes that immediately conveyed he was a joyful, loving soul worthy of their trust. Sam deeply loved his wife and family," said his two sons Steve and Sam. "He and Barbara kissed and hugged every day until his last breath."

Read San Buck's obituary on page 3 of this edition.

Brownies

Continued from page 1

ground. The sheriff's office was notified of the event by 11:30 a.m.

A public meeting to discuss the incident was held at 8 p.m. Nov. 10 at the JHSIS cafeteria with Bull, teachers, the San Juan County Sheriff and San Juan County School District intervention prevention specialist.

The sheriff's office received permission by the vendor's mother to search the home. The student told officers that the marijuana brownies came from his home. Brownies were found in a locked dining room cabinet, which the mother unlocked for officers with a key from a kitchen shelf. Alcohol and candy were also locked in the cabinet. The candy was locked in efforts to retain traces to the child. Officers found the home to be safe and clean, with no obvious signs of drugs.

"This was an isolated incident," said San Juan Island School District Superintendent Donna Diaz. "The school responded quickly and effectively and the students were very honest. They do not want this kind of

behavior at school and really value having a safe learning environment."

A discarded brownie was taken from the school in the Washington State Patrol Laboratory to be tested. Child Protective Services have been notified and the case is being reviewed by the San Juan County Prosecutor's Office. The school performed disciplinary action on the student, immediately.

The distributor initially reported he was sick from a gifted Yankee with a hat in it, according to Diaz. When the sixth grade class was questioned by school staff, they found the affected student had distributed marijuana brownies.

One student told school staff that the responsible student also had a bag of marijuana in his pocket. Another overheard the responsible student telling another student his plans to distribute brownies the day before.

By the afternoon, an email explaining the incident was sent to the parents of all 87 sixth grade students. The next day parents of the school's 400 students were emailed about the incident and the planned meeting.

THE NAVY HAS ISSUED A NOTICE OF AVAILABILITY FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR EA-180 GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDDEY ISLAND COMPLEX. YOU ARE INVITED TO OPEN HOUSE PUBLIC MEETINGS TO SUBMIT COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT.

THE NAVY PUBLISHED A NOTICE OF AVAILABILITY (NOA) FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) for EA-180 Growler Aircraft Operations at Naval Air Station Whiddey Island Complex in the Puget Sound region on Thursday, November 10, 2016. The Draft EIS evaluates the potential environmental effects associated with the addition of up to 38 Growler aircraft and the construction and increase of Growler-related operations at Ault Field and Outlying Landing Field (OLF) Grovetown.

THE PURPOSE OF THIS PROJECT is to evaluate the Navy's existing Electronic Attack capability at the NAS Whiddey Island complex by operating additional Growler aircraft as authorized by Congress. The need for the Proposed Action is to maintain and expand defense operational readiness to support national defense requirements under Title 10, United States Code (U.S.C.), Section 5062. The Navy is ensuring low-activity alternatives, each of which has three operational scenarios that meet the purpose of need for the Proposed Action, as well as the Action Alternative, per Council on Environmental Quality regulations.

THE NAVY IS HOLDING FIVE OPEN HOUSE PUBLIC MEETINGS to provide members of the public with the opportunity to submit comments on the Draft EIS. Each of the public meetings consist of information sessions started by Navy representatives. Members of the public may arrive at the open house public meetings and/or during the hours listed in the following table:

Monday, December 5, 2016 First Western State Park Conference Center/1500 Main 2500 Battery Way Port Townsend, WA 98368 3 PM - 6 PM	Tuesday, December 6, 2016 Oak Harbor Fire Lodge Growth Hall 124 NE First Street Oak Harbor, WA 98277 3 PM - 7 PM	Wednesday, December 7, 2016 Lopez Center for Community and the Arts 104 Village Road Lopez Island, WA 98261 5 PM - 6 PM
Thursday, December 8, 2016 Sedgwick Memorial Park Building 601 Sedgwick Way Anacortes, WA 98221 2 PM - 6 PM	Friday, December 9, 2016 Gig Harbor High School Gymnasium 301 South Main Street Gig Harbor, WA 98249 4 PM - 7 PM	

The Draft EIS is available for review at apps.eis.daudd.mil and at 22 local libraries. Public Meeting requests will be made available at apps.eis.daudd.mil and at 22 local libraries prior to the first meeting.

THE NAVY IS REQUESTING AND WELCOMES PUBLIC COMMENTS. The review of the Draft EIS requires an individual public comment period which begins 30 days and ends on January 20, 2017. Written and oral comments may be submitted online at the project website or mailed to: EA-180 EIS Project Manager, Naval Facilities Engineering Command (NAVFAC) 6508 Amphibious Blvd., Norfolk, VA 23508. All comments must be published, received online or provided in a "hard copy" before the final EIS is published on **January 25, 2017**.

If the names, street addresses, email addresses and phone numbers, business locations, and other personally identifiable information of individuals who provide comments are to be kept confidential, you will be required to submit comments electronically published by the command or to be received by site. The site staff will then input the comments into the command's public website.

Islanders at Standing Rock

By Cali Bagby
General manager

Orcas Islander Jan Ehrlichman volunteered two weeks ago at the Standing Rock Reservation, where an estimated 4,000 people were gathering in opposition to the 1,172-mile pipeline from North Dakota to Illinois. Protestors call themselves water protectors.

"It was really incredible," said Ehrlichman, who attended prayer camp meetings each morning.

Leaders explained that everything you do at the camp is prayer.

"To be in a group of spiritually mindful people is really incredible," Ehrlichman added.

On Nov. 25, the U.S. Army Corps of Engineers issued an eviction notice to tribal

members by Dec. 5. According to the New York Times, the corps stated that eviction is due to "violent confrontations" and risks of serious injury due to the "harsh North Dakota winter conditions."

The notice came after a string of reports that Morton County Sheriff's deputies used extreme methods such as using rubber bullets, mace and water on demonstrators who were just outside the camp.

Orcas Islander Victory Lonnquist has been posting videos on Facebook describing the police brutality against those gathered at the reservation.

"I have never experienced anything like that before it," said Lonnquist, describing a tear gassing in a Nov. 21 video post, which has received 193,000 views. "My whole world was closing in. I couldn't breathe and

my eyes were burning."

As a firefighter, she was able to help treat people who were "bleeding profusely" from rubber bullets.

Lonnquist, Ehrlichman and her husband Mark Mayer were three of many islanders who have volunteered at Standing Rock.

According to the Journal's research, at least six Lopezians, two San Juan Islanders and 10 Orcas Islanders have been to Standing Rock.

The group Orcas Stands with Standing Rock has raised \$2,500 so far, and the Barnacle is donating funds if you purchase a SR Island Hoppin' beer. The group has weekly meetings at the library. To get involved email standingrock.orcas@gmail.com or find the Orcas Stands with Standing Rock group on Facebook, which has more than 150 members.

Orcas Islanders are organizing a walkout in solidarity with the Standing Rock movement and in part of Global Day of Action on Dec. 1 at 11 a.m. at the Village Green.

Ehrlichman said when she visited, the balance of the camp had shifted to a higher population of non-indigenous people. All peaceful protestors are welcome, but leaders made it clear that Standing Rock is not a festival.

The focus has been to winterize the camp, serving food and organizing donations. Volunteers also can go out on "actions," which are peaceful protests occurring at certain times. When Ehrlichman was at Standing Rock she said police threatened to use rubber bullets and mace, but did not.

About 100 people were coming to Standing Rock each day, but on her last day Ehrlichman was told there were 300 new arrivals at the camp.

"It's an honor to be here," said Lonnquist in a video post. "Thanks for the youth that started the movement and the elders for guiding us all."

To get involved, donate directly to www.standingrock.org, or the www.ocetisakow-incamp.org.

The Art of the Earring

WaterWorks Gallery, in conjunction with Seattle Metals Guild, presents The Art of the Earring, Nov. 5 - Jan. 4. Jewelers were selected from members of the Seattle Metals Guild, juried by Micki Lippe of Virginia Causey & Ruth Offen. Those selected jewelers created earrings using traditional materials and some unconventional materials.

Island Lights Festival

The San Juan Island Chamber of Commerce is proud to announce the upcoming Island Lights Festival on Dec. 2. Once again, we are partnering with Brickworks, The Whale Museum, Island Rec and the San Juan Islands Agricultural Guild.

It will be a fun-filled evening, starting with an open house and ornament making from 3:30-5 p.m. at The Whale Museum. At 5:15 p.m., the elementary school choir and the Keynotes Youth Chorus will lead us caroling from The Whale Museum down

to Memorial Park, where we will join the Island Chordsmen Plus.

Of course Santa Claus will arrive and turn on the lights, followed by more caroling before heading to Brickworks. There, we will have pictures with Santa by Mark Gardner and crafts with Island Rec. The San Juan Islands Agricultural Guild will also have local harvest vegetable soup and bread for sale, along with spiced, local apple cider and hot chocolate. For more details please contact the chamber of commerce at 378-5240 or becki@sanjuanisland.org.



THE NAVY HAS ISSUED A NOTICE OF AVAILABILITY FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND COMPLEX. YOU ARE INVITED TO OPEN HOUSE PUBLIC MEETINGS TO SUBMIT COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT.

THE NAVY PUBLISHED A NOTICE OF AVAILABILITY (NOA) FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island Complex in the *Federal Register* on Thursday, November 10, 2016. The Draft EIS evaluates the potential environmental effects associated with the addition of up to 36 Growler aircraft and the continuation and increase of Growler airfield operations at Ault Field and Outlying Landing Field (OLF) Coupeville.

THE PURPOSE OF THIS PROJECT is to augment the Navy's existing Electronic Attack community at the NAS Whidbey Island complex by operating additional Growler aircraft as appropriated by Congress. The need for the Proposed Action is to maintain and expand Growler operational readiness to support national defense requirements under Title 10, United States Code (U.S.C.), Section 5062. The Navy is analyzing three action alternatives, each of which has three operational scenarios that meet the purpose of and need for the Proposed Action, as well as a No Action Alternative, per Council on Environmental Quality regulations.

THE NAVY IS HOLDING FIVE OPEN HOUSE PUBLIC MEETINGS to provide members of the public with the opportunity to submit comments on the Draft EIS. Each of the public meetings consist of information stations staffed by Navy representatives. Members of the public may arrive at the open house public meetings anytime during the hours listed in the following schedule:

Monday, December 5, 2016 Fort Worden State Park Conference Center USO Hall 200 Battery Way Port Townsend, WA 98368 3 PM – 6 PM	Tuesday, December 6, 2016 Oak Harbor Elks Lodge Grande Hall 155 NE Ernst Street Oak Harbor, WA 98277 4 PM – 7 PM	Wednesday, December 7, 2016 Lopez Center for Community and the Arts 204 Village Road Lopez Island, WA 98261 3 PM – 6 PM
Thursday, December 8, 2016 Seafarers' Memorial Park Building 601 Seafarers' Way Anacortes, WA 98221 3 PM – 6 PM	Friday, December 9, 2016 Coupeville High School Commons 501 South Main Street Coupeville, WA 98239 4 PM – 7 PM	

The Draft EIS is available for review at www.whidbeyeis.com and at 22 local libraries. Public Meeting materials will be made available at www.whidbeyeis.com and at 22 local libraries prior to the first meeting.

THE NAVY IS REQUESTING AND WELCOMES PUBLIC COMMENTS. The release of the Draft EIS begins an extended public comment period which lasts 75-days and ends on January 25, 2017. Written and oral comments may be submitted at the open house public meetings. Written comments may also be submitted online at the project website or mailed to:

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

All comments must be postmarked, received online or provided in a format listed above no later than **January 25, 2017.**

* The names, street addresses, email addresses and screen names, telephone numbers, and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state, and five-digit zip code of individuals who provide comments may be released.

Calendar

Tuesday and Thursday

English Classes at the Library 6–8 p.m., San Juan Island Library, free. Classes are led by an English language learning instructor, in four levels of skill. Volunteers work with small groups. Students may register their children aged 4–12 for a children's enrichment program provided in cooperation with the family resource center.

Wednesday, Nov. 30

Badminton and Ping Pong, 7:30-9:30 p.m., adult drop-in with Island Rec, at FHHS Turnbull Gym, \$3 punch tickets available.

DIY-Book Earrings, 7 p.m., San Juan Island Library, free. You'll make a pair of book earrings to donate to Friends of the Library and a second pair to take home. All materials provided.

Thursday, Dec. 1

Basketball, 7:30-9:30 p.m., adult drop-in with Island Rec, at FHHS Turnbull Gym, \$3 punch tickets available.

Roller Hockey, 7:30-9 p.m., adult drop-in with Island Rec, at fairgrounds building, \$3

punch tickets available.

Soccer, 6:30-8:30 p.m., adult drop-in with Island Rec, at fairgrounds building, \$3 punch tickets available.

Friday, Dec. 2

Shopping for a New Digital Device, 2-4 p.m., San Juan Island Library meeting room, free. Learn what to look for when buying a new smartphone or tablet. We'll discuss operating systems, reviews, considerations on how you or the gift recipient will use the device, and cellular availability depending on location.

Friday, Dec.2 -Sunday, Dec. 4

Classic Film Series with Therese Finn: Joan Crawford, 7 p.m., San Juan Island Library, free. Come enjoy three movies spanning the lengthy career of Joan Crawford.

Sunday Dec. 4

Teen Open Gym 7-9 p.m. with Island Rec, at FHHS Turnbull Gym, free. Gym time just for teens.

Monday, Dec. 5

Know Your Islanders Talk: Boyd Pratt: Simple Gifts, 7 p.m., San Juan Island Library, free. Explore New Hampshire

Shaker villages architecture and art with Boyd. Find out how "Tis the gift to be simple, 'tis the gift to be free, 'tis the gift to come down where we ought to be..."

Wednesday, Dec. 7

DIY-Gift Tags and Greeting Cards, 7 p.m., San Juan Island Library main salon, free. Get ready for the gift season with this DIY workshop. We will use collage, rubber stamps and other materials to make holiday bookmarks and greeting cards. All materials provided.

Saturday Dec. 10

Open Mic for Writers, 7 p.m., San Juan Island Library, free. Held on the second Saturday of the month, Open Mic Night is for anyone interested in writing. Don't be shy, come read what you've got or just listen. You'll be inspired to write more. Info: Pam Herber at pjherber@interisland.net.

Sunday, Dec. 11

Friends of Lime Kiln Society's Holiday Lighthouse Tours: 1-4 p.m. Lime Kiln Point State Park, free (\$10/day parking). Be merry with a holiday lighthouse tour. Info: ErinCorra@FolksSJI.org or 378-5154.

Most Commented

1 Museum of art opens a new phase of development

SPORTS

Swimming, soccer and more | The Sports Report

by Michael Bunnell Author of *The Friendly Little War of Lyman Cutler...*

1 day ago

Sports Report

Friday Harbor High School homecoming parade-show

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Wolverines womens soccer team shuts out Concrete - slide show

Orcas School says there are no

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On the ____ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public



THE NAVY HAS ISSUED A NOTICE OF AVAILABILITY FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND COMPLEX. YOU ARE INVITED TO OPEN HOUSE PUBLIC MEETINGS TO SUBMIT COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT.

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

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JOSH NORBERG: ARMY AND NATIONAL GUARD

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Briefly . . .

Squadron meet, social hour slated

SEQUIM — The North Olympic Sail and Power Squadron will meet at the Sunland Golf & Country Club, 109 Hilltop Drive, on Monday.

Social hour begins at 5 p.m., followed by a business meeting, dinner and a speaker.

This event is free and open to the public.

A dinner can be purchased for \$22 per person.

The speaker is Skip Kratzer, an experienced mariner who at one point in his career served as first mate on John Wayne's Wild Goose.

Kratzer will provide history, stories, pictures and other interesting tidbits about John Wayne, the Wayne family and outings on the Wild Goose.

For more information, visit www.northolympicboaters.com or phone Mike Witkin at 360-457-1082.

Flight practice

COUPEVILLE — There will be field carrier landing practice operations for aircraft stationed at Naval Air Station Whidbey Island at the Ault Field from Monday through Friday.

On Monday, operations will occur in the morning and early evening to early night.

From Tuesday through Thursday, training will be from late morning into the night.

On Friday, practice will occur from morning to noon.

The schedule is subject to change to meet mission requirements.

Comments, including noise complaints, can be directed to the station's comment line at 360-257-6665 or via email at comments.NASWI@navy.mil.

All other questions can be directed to the public affairs office at 360-257-2286.

Cruising San Juans

PORT TOWNSEND — Point Wilson Sail and Power Squadron members Mitch Poling, Jim Hutton and Natalie Hutton will share photos and tips for boaters as they discuss getting to and cruising in the San Juan Islands at the Port Townsend Yacht Club, 2503 Washington St., from 7 p.m. to 8 p.m. Tuesday.

Learn how to get to and travel between the islands by riding tidal currents.

Special places to see in the San Juan Islands will be identified.

Point Wilson Sail and Power Squadron, the local branch of the nationwide U.S. Power Squadrons, is an informal group of sailors, rowers, paddlers, fishermen and cruisers dedicated to providing public boating education and improving boating skills.

For more information, phone Linda Newland at 360-437-9350 or visit the squadron website at www.pointwilson.org.

Perspectives talk

PORT ANGELES — Olympic National Park's centennial photographer Grant Longenbaugh will give a talk, "Making Marks in the National Parks: Photography, Preservation and Selfie-Sticks," at the Olympic National Park Visitor Center, 3002 Mount Angeles Road, at 7 p.m. Tuesday.

Longenbaugh will explore how the basic human impulse to "make your mark" translates into the age of the selfie-stick and how visual arts have helped preserve and promote the national parks, according to a news release. He'll also share images from his time in the park.

This event is free and open to the public.

For more information, contact Dean Butterworth at dean_butterworth@nps.gov or 360-565-3146.

Peninsula Daily News



DUNGENESS LIGHTHOUSE WINNER

Sequim residents Linda and Joel Ogden accept a one-week stay for two at the New Dungeness Light Station from Tom Sinton, left, New Dungeness Light Station Association president. The association announced the winners of its raffle at its annual general meeting. For more information, contact Sinton at 360-460-1904 or johntsinton@gmail.com.

PA terminal construction paves way for treatment

CONTRACTORS

HAVE BEEN digging in the dirt around Terminal 3 in Port Angeles for the past couple of weeks.

I asked around and determined that contractors are installing a system to handle stormwater runoff from the docks into the waters below.

The deck of the terminal will be configured with new paving in such a way as to channel all the water that falls from the sky to the west end of the terminal, where it will be diverted into a treatment plant that will be built on a parcel of land across Tumwater Creek.

Once the water has been treated, it will then be pumped into the harbor.

Platypus haul-outs

Platypus Marine, the full-service shipyard, yacht repair facility and steel-boat manufacturer on Marine Drive in Port Angeles, has completed refurbishing the 110-foot Navy barge YC1665 and is making preparations to put her

ON THE WATERFRONT

David G. Sellars



back in the water this week for her return to Naval Station Everett.

Platypus also has a 40-foot custom wood sailboat, in the Commander Building.

The vessel is having issues with its keel that personnel will resolve. Platypus also has Pacific Dynasty in the Commander Building. She is a 73-foot commercial fishing vessel that hails from Westport.

I understand personnel are installing a new shaft and cutlass bearing.

Platypus has completed construction of two stands for Logistical Escape Trunks used by the submarine fleet stationed at Norfolk Naval Base in Norfolk, Va.

The stands will be shipped to the Norfolk

Naval base this week.

Steal N Time is also in the Commander Building. She is a 60-foot Knight & Carver.

Personnel are installing new refrigeration in the galley, rebuilding the corners of the transom, installing new windows and applying a new coat of paint to the hull.

Expo show

Pacific Marine Expo, the largest commercial marine trade show on the West Coast, begins Thursday and runs through Saturday afternoon at the Century-Link Field Event Center in Seattle.

Platypus Marine will be in attendance, as will Armstrong Marine and Lee Shore Boats.

The Port of Port Angeles and Port of Port Townsend are also among the exhibitors.

Harbor happenings

On Monday, Tesoro Petroleum provided bunkers to Atlantic Lily, a 600-foot petroleum products carrier that is flagged in Hong Kong.

On Tuesday, Tesoro refu-

eled the 751-foot Grecian-flagged bulk cargo ship Inspiration.

On Wednesday, Tesoro bunkered Medi Aero, a 623-foot Panamanian-flagged cargo ship that was put in service this year, and British Osprey, an 824-foot crude oil tanker that is flagged in the United Kingdom.

On Thursday, Tesoro bunkered Tai Prize, a 738-foot cargo ship that is flagged in Panama.

On Friday, Tesoro refueled Dublin Sea, one of the Crowley-owned pusher tugs that is used to push tank barges up and down the West Coast.

On Saturday, Tesoro bunkered Frisian Spring, a 390-foot cargo ship flagged in the Netherlands.

David G. Sellars is a Port Angeles resident and former Navy boatswain's mate who enjoys boats and strolling the area's waterfronts and boat yards.

Items and questions involving boating, marina and industrial activities and the North Olympic Peninsula waterfronts are always welcome. News announcements about boating groups, including yacht clubs and squadrons, are welcome as well.

Email dgsellars@hotmail.com or phone him at 360-808-3202.

No 'A Growing Concern'?



PDN gardening columnist Andrew May is off this week.

His column, "A Growing Concern," will resume upon his return.

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Author of book on Makah slated to talk Thursday

By Chris McDaniel
PENINSULA DAILY NEWS

PORT ANGELES — Joshua Reid — an associate professor of American Indian Studies at the University of Washington — will read from his book, “The Sea is My Country: The Maritime World of the Makahs,” as part of Studium Generale on Thursday.

Reid will give the reading from 12:35 p.m. to 1:25 p.m. at Peninsula College’s Little Theater, 1502 E. Lauridsen Blvd.

The presentation is free and open to the public.

“The Sea is My Country” explores the history and identity of the Makahs from the arrival of maritime fur-traders in the 18th century through the intervening centuries and to the present day.

The book posits that the Makah were far more involved in shaping the maritime economy of the Pacific Northwest than has previously been understood, according to the Department of History at the University of Washington.

Reid examines Makah attitudes toward borders

and boundaries, their efforts to exercise control over their waters and resources as Europeans and then Americans arrived, and their embrace of modern opportunities and technology to maintain autonomy and resist assimilation.

The author also addresses current environmental debates relating to the tribe’s customary whaling and fishing rights and illuminates the efforts of the Makahs to regain control over marine space, preserve their marine-oriented identity and articulate a traditional future.

The forward to Reid’s book was written by the Makah Tribal Council, and Reid received support from the tribe for this publication.

His study began as a doctoral dissertation, according to a news release.

The book in 2016 has received numerous literary awards, including the Caughey Western History Prize and John C. Ewers Award, and the Sally and Ken Owens Award.

Reid’s research interests include Native Americans,

identity formation, cultural meanings of space and place, the American and Canadian Wests, the environment and the indigenous Pacific. He teaches courses on American Indian history, the American West, U.S. history and environmental history.

“The Sea Is My Country: The Maritime World of the Makahs,” is part of the Henry Roe Cloud Series for American Indians and Modernity.

The book, published in 2015, is available for purchase at various online retailers or at Port Book and News at 104 E. First St. in Port Angeles.

Reid currently is researching a project about indigenous explorers in the Pacific Ocean, specifically focusing on those individuals who voluntarily traveled throughout the Pacific from the late eighteenth through late nineteenth centuries.

For more, call 360-417-6291.

Features Editor Chris McDaniel can be reached at 360-452-2345, ext. 56650, or at cmcdaniel@peninsuladailynews.com.

Briefly . . .

Storyteller to perform Tuesday in PA

PORT ANGELES — Seattle and Port Angeles-based storyteller Pat Peterson will share traditional folktales and a World War II love story at the Port Angeles Library, 2210 S. Peabody St., at 7 p.m. Tuesday at the monthly gathering of the Story People of Clallam County.

Based in Seattle, Peterson performs around the Pacific Northwest, including as the emcee of the Forest Storytelling Festival in Port Angeles for 22 years.

This free event will be held in the Raymond Carver Room at the library.

Peterson will perform for about an hour. After a short break with refreshments, the Story People will host an open mic until 9 p.m. for all wishing to tell a brief story without reading or notes.

More details are available at www.ClallamStoryPeople.org.

Tree planting set

SEQUIM — In anticipation of the city’s joining the Tree City USA program later this year, the city will plant fruit trees along the north side of the Gebhardt/Zwicker Trail, located behind QFC, on Wednesday at noon in an Arbor Day celebration.

All are welcome. Tree City USA is a program that “provides the framework necessary for communities to manage and expand their public trees,” according to the Arbor Day Foundation website at www.arborday.org.

Turkey Trot in PT

PORT TOWNSEND — Jumping Mouse Children’s Center will hold its fifth annual Turkey Trot and 1-mile Kids’ Dash on the Larry Scott Trail on Saturday.

The 1-mile Kids’ Dash is for children 9 and younger and begins at 9 a.m.

The 5K begins afterward at 9:30 a.m. on a 5K-certified course. Both races start at the Port Townsend boatyard trailhead of the Larry Scott Trail.

Cocoa, coffee and treats, along with prizes, will be available at the finish.

Proceeds go to the Jumping Mouse Children’s Center to provide mental health care for children in Jefferson County.

Jumping Mouse provides expressive mental health therapy for as long as necessary to children ages 2-12 in East Jefferson County.

Senior (65 and older) and student (17 and younger) rates are \$15.

Groups of three or more can preregister for a 15 percent family discount.

Race-day registration begins at 8:30 a.m., or preregister at www.jumpingmouse.org.

Peninsula Daily News

House, Senate return for winter session today

PENINSULA DAILY NEWS
NEWS SERVICES

WASHINGTON — Congress returns for the winter session today.

Contact legislators (clip and save)

“Eye on Congress” is published in the Peninsula Daily News every Monday when Congress is in session about activities, roll call votes and legislation in the House and Senate.

The North Olympic Peninsula’s legislators in Washington, D.C., are **Sen. Maria Cantwell** (D-Mountlake Terrace), **Sen. Patty Murray** (D-Seattle) and **Rep. Derek Kilmer** (D-Gig Harbor).

Contact information — The address for Cantwell and Murray is U.S. Senate, Washington, D.C. 20510; Kilmer, U.S. House, Washington, D.C. 20515.

Phone Cantwell at 202-224-3441 (fax, 202-228-0514); Murray, 202-224-2621 (fax, 202-224-0238); Kilmer, 202-225-5916.

Email via their websites: cantwell.senate.gov; murray.senate.gov; kilmer.house.gov. Kilmer’s North Olympic Pen-

Eye on Congress

insula is located at 332 E. Fifth St. in Port Angeles. Hours are 9 a.m. to noon Tuesdays and from 1 p.m. to 4 p.m. Wednesdays and Thursdays.

It is staffed by Judith Morris, who can be contacted at judith.morris@mail.house.gov or 360-797-3623.

State legislators

Jefferson and Clallam counties are represented in the part-time state Legislature by **Rep. Kevin Van De Wege**, D-Sequim, the House majority whip; **Rep. Steve Tharinger**, D-Sequim; and **Sen. Jim Hargrove**, D-Hoquiam.

Write Van De Wege and Tharinger at P.O. Box 40600 (Hargrove at P.O. Box 40424), Olympia, WA 98504; email them at vandewege.kevin@leg.wa.gov; tharinger.steve@leg.wa.gov; hargrove.jim@leg.wa.gov.

Or you can call the **Legislative Hotline**, 800-562-6000, from 8 a.m. to 4:30 p.m. Mondays through Fridays (closed on holidays and from noon to 1 p.m.)



Kilmer Cantwell



Murray

and leave a detailed message, which will be emailed to Van De Wege, Tharinger, Hargrove or to all three.

Links to other state officials: <http://tinyurl.com/pdn-links> officials.

Learn more

Websites following our state and national legislators:

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Recovery: Leg

CONTINUED FROM A1

Her daughter, who was standing just inside the open door, was dragged under the car and onto the grass. Sanchez said the left front tire ran over the lower part of Bauers' left leg. Sanchez said the incident was deemed an accident. Sanchez said that when she arrived, several area residents and Serenity House employees had wrapped Bauers in a blanket and were stabilizing her leg. "It was pretty chaotic," Sanchez said. Bauers was lying along the side of the truck, the left front tire partially pinning her right arm in the grass. Sanchez said she and the bystanders pulled Bauers out. "Luckily it was grass or

Port Angeles Fire Department emergency personnel treated Kacey Bauers before she was transported by ambulance to Olympic Medical Center.

it probably would have been a lot worse," she said. Port Angeles Fire Department emergency personnel treated Bauers before she was transported by ambulance to Olympic Medical Center. Sanchez said the truck was not damaged but that a tow truck had to pull it out of the embankment.

Senior Staff Writer Paul Gottlieb can be reached at 360-452-2345, ext. 55650, or at paul.gottlieb@peninsuladailynews.com.

General election certified

PENINSULA DAILY NEWS

PORT ANGELES — Clallam County has certified the Nov. 8 general election results. No election outcomes changed after the last ballot count Nov. 16.

The auditor's office counted 41,042 ballots from 50,987 registered voters, with a voter turnout of 80.12 percent.

Randy Johnson, a Clallam County commissioner candidate who filed with no party preference, defeated Democrat Ron Richards 6,784 votes to 5,250 votes — or 56.37 percent to 43.63 percent.

Brian Coughenour, a sitting Clallam County Superior Court judge who had been appointed to the post in 2015, kept his seat by

winning 17,805 votes, or 52.51 percent, to Dave Neupert's 16,105 votes, or 47.49 percent.

Republican Donald Trump remained the county favorite for president, widening his lead over Democrat Hillary Clinton.

President-elect Trump, who trailed former Secretary of State Clinton by 319 votes in Clallam County on election night, moved ahead of Clinton by 1,117 votes, at 18,794, or 47.63 percent, to 17,677, or 44.8 percent.

A proposition to increase the number of Forks Community Hospital commissioners from three to five passed with 70.91 percent support.

An advisory vote on banning

fireworks in Sequim showed 65.62 percent in favor of prohibiting fireworks.

In Legislative District 24 — which covers Clallam and Jefferson counties and part of Grays Harbor County — Kevin Van De Wege, D-Sequim, won over Danille Turisini, R-Port Ludlow, 56.56 percent to 43.44 percent for the state Senate.

Mike Chapman, D-Port Angeles, won over George Vrable, R-Port Ludlow, 60.9 percent to 39.1 percent for the Position 1 state representative seat.

Reporter Jesse Major can be reached at 360-452-2345, ext. 56250, or at jmajor@peninsuladailynews.com.

Briefly . . .

Police ask for help after burglary try

PORT ANGELES — Port Angeles police are asking for help identifying suspects after a failed burglary.

A resident on the 1500 block of South Pine Street reported to police she heard glass break and the alarm sound at about 4:50 a.m. Tuesday, according to a news release.

A vehicle was seen leaving the area and was described as a red older box-type hatchback. It is not known if it was connected to the break-in.

An immediate call to 9-1-1, quick response from police and an activated residential alarm likely deterred the burglar from going into the house, police said.

Police are asking people with any information about the crime to call the Port Angeles Police Department at 360-452-4545.

DUI investigation

PORT ANGELES — A Kitsap County woman was arrested for investigation of driving under the influence of intoxicants after she crashed through the entrance gate to the waste

transfer station at 3501 W. 18th St.

Catherine Davi, 58, of Poulsbo remained in jail late Wednesday afternoon on \$1,000 bail after her arrest at 5:30 a.m. Wednesday, Port Angeles Police Sgt. Jason Viada said.

Viada said Davi was arrested while seated inside her disabled black Chevrolet Monte Carlo about 30 feet down an embankment inside the transfer station.

Viada said the front end of the Chevy was damaged and three of the tires destroyed.

He said Davi was able to get out of the vehicle after running through the gate.

"She had come up the bank and tried to get some help by waving someone down; they got back into her car," Viada said.

Davi declined medical attention. "She was not injured, other than being cold," Viada said.

As of 3:30 p.m. Wednesday, the gate was in working order, said James Burke, deputy director of operations for public works and utilities.

"It opens and closes now," he said.

Burke said a damage estimate was unavailable.

Peninsula Daily News



About Time staff members Jan Hopfenbeck, left, and Nancy Cherry Eifert hold a certificate that notes the store on 830 Water St. won the Port Townsend Main Street Program's holiday display contest.

Window display winners picked in PT

PENINSULA DAILY NEWS

PORT TOWNSEND — Winners have been announced in the Port Townsend Main Street Program holiday display contest.

Dozens of businesses designed windows to celebrate the holiday spirit with the Merriest Window contest.

About Time, 830 Water St., won the gold award for its display of a welcoming hearth showcasing holiday apparel ideas.

Olympic Art and Office, 220 Taylor St., won the silver award for its blizzard of more than 600 snowflakes

handmade by their staff red bike and traditional of Seed Design and Jill from coffee filters. green tree topped by a Buhler of Studio J Photography. The Broken Spoke, 630 Santa hat. Water St., won honorable Window judges were Sue For more information, mention for its display of a Arthur, Rebekah Fessenden see www.ptmainstreet.org

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Events: Open house slated

CONTINUED FROM B1

Neal, city of Port Angeles engineering manager, will review the geologic setting, bluff retreat rates and sediment contribution from the bluffs to Ediz Hook, the history of public works construction at the site, wave energy and beach morphology studies that the city conducted, and summarize design alternatives that the city considered before deciding to relocate the whole landfill.

Humanities talk

PORT TOWNSEND — The Port Townsend Library and Humanities Washington will sponsor a community conversation with Mike VanQuickenborne, a member of the 2016 Humanities Washington Speakers Bureau, from 7 to 8:30 tonight.

The free presentation will be at the Port Townsend Library, 1220 Lawrence St.

VanQuickenborne will share brief clips from "Being John Malkovich," "I Heart Huckabees," "Intolerable Cruelty" and "Adaptation" to start a conversation about philosophy and explore the issues raised by each of these films.

VanQuickenborne is a tenured philosophy instructor at Everett Community College and has taught philosophy at a variety of colleges on both sides of the Cascade crest.

VanQuickenborne is a graduate of St. Olaf College and earned a Master of Arts in philosophy from the University of Wisconsin-Milwaukee, and did graduate coursework at Purdue University.

For more information, contact Keith Darrock at kdarrock@cityofpt.us.

Discounted

PORT TOWNSEND — Mountain View Pool will offer a discounted open swim from 6 p.m. to 8 p.m. today.

Everyone is invited to swim for \$2 at the pool, 1919 Blaine St.

The whole pool will be dedicated to play, Noodles, rings and other floating toys will be available.

No lap lanes will be offered. Children younger

than 8 must be accompanied by a guardian.

For more information, phone 360-385-7665, email ascal@cityofpt.us or visit www.cityofpt.us/pool.

PORT HADLOCK

Boatbuilding school

PORT HADLOCK — The First Friday Tour of the Northwest School of Wooden Boatbuilding will be from 3:30 p.m. to 5 p.m. The school is at 42 N. Water St.

The tour is free and open to the public.

QUILCENE

Open house

QUILCENE — Center Valley Animal Rescue plans a holiday open house from 11 a.m. to 4 p.m. Saturday. The shelter is at 11900 Center Road in Quilcene.

Chair massages with Catherine Herrick, LMT; henna tattoos from Sophia of Limitless Henna; and photos with Santa will be offered.

Sweet and savory treats — including homebaked pie — are planned. Themed baskets and cakes will be raffie prizes.

For more information, call 360-765-0598.

FORKS

Beachwatchers wanted

FORKS — The Coastal Observation and Seabird Survey Team (COASST) will deliver a free training session for citizens interested in joining the new COASST Marine Debris program from 10 a.m. to 4 p.m. Saturday.

The training session will be held in the Olympic Natural Resource Center's social hall, 1455 S. Forks Ave.

There will be a short break in the middle of the session for lunch, so bring a sack lunch or money to purchase food in the area.

Volunteers need no prior experience with scientific data collection, just a commitment to survey a specific beach at least once a month.

Reserve a training spot by calling COASST at 206-221-6893 or emailing coasst@uw.edu.



PACIFIC NORTHWEST WOOD ARTISANS

These wood carvings of English golfers by Pat Donlin will be on display Saturday during the 11th annual Wooden Art Show in Sequim.

Wood artisans display their wares in Sequim

By CHRIS MCDANIEL
PENINSULA DAILY NEWS

SEQUIM — Expert wood carvers on Saturday will demonstrate their craft during the 11th annual Wooden Art Show in Sequim.

The show, organized by Pacific Northwest Wood Artisans, will be from 9 a.m. to 3 p.m. at Pioneer Park, 387 E. Washington St.

Admission is free. The show will feature wood carving demonstrations, exhibitions of carvings, lathe-turned objects, intarsia, driftwood art, pyrography and decorated

gourds. Also featured will be hand-carved Christmas ornaments for sale and a silent auction of selected works of art.

During the show, artist Gale Lawrence of Port Angeles will demonstrate how to create a decorated gourd that imitates the sound of breaking surf when shaken.

Lawrence will create the "ocean gourd" using a hollowed gourd that is decorated on the outside, sealed with a dried goatskin, then partially filled with crushed coral, according to a news release.

The result is a piece of

art that — when gently rolled — produces a sound that mimics that of rolling ocean surf.

Ten years ago, Lawrence joined the Pacific Northwest Wood Artisans and began studying wood carving with master carver Gordon Day in Carlsborg, according to a news release.

Two years ago, she connected with local gourd artist Debbie Cain and opened a new chapter in her creative life.

Lawrence's work now includes ornamented gourds that serve as decorative objects, birdhouses,

feeders and even musical instruments.

Lawrence said the Pacific Northwest Wood Artisans has provided her with the opportunity to expand her creativity while enjoying the fellowship and camaraderie of fellow artists who meet and share their work during weekly work and learning sessions at Day's shop.

For more, visit www.woodartisans.net.

Features Editor Chris McDaniel can be reached at 360-452-2345, ext. 5650, or at cmcdaniel@peninsuladailynews.com.

Joyce: Benefits local preschool

CONTINUED FROM B1

Proceeds will go to the local preschool, Singhose said.

Santa will not attend

this year. "He got another job," Singhose said.

Joyce Bible Church will host its annual Christmas event, The Greatest Gift, from 10 a.m. to 4 p.m. Saturday.

Ten decorated Christmas trees will be auctioned. Six undecorated trees also will be for sale.

Christmas gifts that have been made from all over the world can be purchased.

Live entertainment will be on stage. Homemade baked goods will be for sale, and the Blackberry Cafe will provide food, Reynolds said.

Several gift baskets will be auctioned as well, he said.

Profits from this year's event will purchase clean water and farm animals through the Samaritan Purse organizations, which help people in need all over

the world, he said.

the world, he said.

Executive Editor Leah Leach can be reached at 360-417-3530 or at leach@peninsuladailynews.com.

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December 7, 10am-1pm, 840 N. 5th Ave., Sequim. Free Cancer Wellness Workshop. Expressive Art is a powerful tool for healing. On the cancer path, it can be a window into a deeper place where we may strengthen our ability to deeply heal. Practice guided meditation into that inner place. Then create through collage-making a visual expression of what that looks and feels like. No art

experience necessary! Register at 360-582-5627.

HEALING WORKSHOPS

Learn how to heal yourself and others at two fun and educational workshops in Port Townsend on January 21st-22nd, 2017. Join Bestselling Author, Stress/Health Expert, Kimberly Palm for "Quantum Energy Healing & Chakra Balancing Workshop" on Saturday 1/21/2017 at 7pm and join renowned expert, Rev. Sarah Nash for "Blue Sapphire Meditation" on Sunday 1/22/2017

at 10am. Both workshops to be held at the Red Dragonfly Art Gallery in Uplown, Port Townsend. Sign up NOW, because spaces are very limited. <http://kimpalm.com/porttownsend> or call (360)207-0472

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Should woman respond to guest request?

I HAVE TWO siblings, both married, with three kids apiece.

We live across the country from one another.

I am lucky enough to have a home that can accommodate everyone, if we pack in like sardines.

We only get together once a year, around Christmas, because of the expense and distance.

But getting our children together is so fun and important to us.

I also invite my parents, who are divorced, along with my father's new wife.

But my father and my stepmother now insist that we include her two adult

SOCIAL Q'S

Philip Galanes children and their families, or they will not come.

I am already hosting 13 people, and we've only met her kids a few times.

How should I proceed?

Courtney in New York

Tell your father and stepmother that you are sorry if they won't be able

to join you next year. (And try to sound as if you mean it.)

I am all in favor of blended families, but it seems as if you are already at the bursting point at your place.

What's more, incorporating (new, adult) stepsiblings into the fold is not the purpose of these gatherings; bonding among the young cousins is.

Presumably, there will be other occasions to mingle with your stepmother's children.

Any manners maven can tell you that guests do not have inviting privileges.

Even if your stepmother sprang for a hotel for her children, it's not the right time for you.

And her children probably want to join your party as much as you want to have them.

Still, she might not want to be separated from her brood during the holidays.

Perhaps she and your father can alternate between families.

Of course, all bets are off if they want to spring for an all-expenses-paid vacation to someplace sunny and swell for the whole crew.

Dining while snubbed

My wife and I frequent a nice restaurant in our neighborhood.

It's small, and we often wait to be seated, even with reservations.

The last time we went, a D-list celebrity waltzed in and said, "I'm sorry we didn't call in advance."

He was led to a table immediately, while my wife and I waited 15 minutes longer.

When I complained, we were given free drinks.

Still, it left a bad taste in my mouth.

What thank you?

Stanley in New York

Take solace in the words of Emily Dickinson: "How dreary — to be — Somebody/How public — like a Frog —/To tell one's name — the livelong June —/To an admiring Bog!"

She pierced (in 1861, no less) the absurd hollowness of celebrity culture. If you can't forgive the restaurant for letting the semifamous cut the line, even after bribing you with cocktails, find another place to spend your dining-out dollars.

Philip Galanes is an advice columnist who specializes in contemporary etiquette and social dilemmas. Email questions to him via social@nytimes.com.

Lavin:

CONTINUED FROM C4

I've always felt that things big and small have the right to live, but I also feel that bugs can be filthy creatures and that some deserve to be crushed, especially if they fly into your hair.

I've crushed insects before and have felt sorry for them — all that crunching. I don't want to lose this man. I feel if a small thing like crushing a bug makes him happy, then sorry, bug.

But I'd like your opinion.

Dating Cap'n Crunch

Dear Dating Cap'n Crunch: If you're just enjoying his company on a short-term basis and all he wants you to do is crush the occasional bug that crosses your path, and if it doesn't gross you out knowing he gets pleasure from it, then go for it.

But if you're planning on having a long-term relationship with him,

then you need to know more — a lot more.

First he sprang the foot fetish on you; then the insect-crushing fetish.

Is there something more? Does he want you to stomp on goldfish? Baby mice? If he's going to ask you to put on stilettos and stomp on Mickey Mouse one day, I want you to be prepared.

And where does your friend get these insects? Is he content to wait till one shows up? Or does he have a ready supply of them? I've heard from many women whose partners have a foot fetish.

They say having someone worship their feet is heaven. But this is different. I went on the internet, too, and honestly, it made me nauseated.

(There was even a case in front of the Supreme Court about the legality of crush films involving small animals, such as kittens.)

Cheryl Lavin compiles Tales from the Front at her home office in Arizona, where she writes a blog at <http://www.creators.com/advice/tales-from-the-front.html>. Email questions or comments to cherylavinrapp@gmail.com.

Mom wants fewer hand-me-downs

MY HUSBAND'S SISTER has three children just a little older than our three kids.

She gives them a ton of hand-me-down clothes, shoes and toys.

If we buy our children anything new, she will actually get quite upset because she wants to provide them with something similar from her kids.

We appreciate her kindness, but we also would like to buy new items.

How can we explain this without her becoming upset?

Seattle advice

We were fortunate enough to have a similar situation.

But, just like your kids, once our kids got older, they really wanted to have certain products and so we bought new, and we were finally able to do so.

Instead of causing an uproar in the family and appearing ungrateful, we continued to take the hand-

PARENT TO PARENT

Jodie Lynn me-downs for a few years, but we also donated much of it to the Salvation Army.

You have to do what's right for your family, but if I were you, I'd keep my mouth closed unless you think she will be understanding.

T.C. in Seattle

From Jodie:

Hand-me-downs can certainly be an exciting endeavor and a huge savings to the old pocketbook, but it's also understandable that you would like to buy your children new items.

Depending on who is

the closest to her, or your husband, or even maybe together, sit down and talk with her in a kind and loving way about the situation.

For whatever reason, she has come to the conclusion that this is her sole duty and she is quite adamant about saving your family money.

Perhaps in earlier years, she got the idea that it would genuinely help your family out, which I am sure it did and still does.

But if you can talk to her and not hurt her feelings by sharing with her that while you and your husband really appreciate the thoughtfulness, you are now in a position where you can currently purchase new items for your children, then do so with love and patience.

However, remember, she might completely withdraw, at least for a while, or she

might actually be thrilled, maybe even a tad relieved, that things are truly working out well for your family.

Can you help?

My brother and his family are moving back to the United States after living in Hong Kong for the past seven years.

They won't make it for the holidays so we've decided to wait and have Christmas in January.


They have four children younger than 10.

Please help us make this time with them wonderful by suggesting some really cool gift ideas.

Jodie Lynn shares parenting tips through her weekly column. Write her at ParenttoParent, 2464 Taylor Road, Suite 131, Wildwood, MO 65040 or directcontact@parenttoparent.com via email. Tips and questions can also be sent through the contact form at ParenttoParent.com.

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Naval Facilities Engineering Command (NAVFAC)
Atlantic, Attn: Code EV21/SS
6506 Hampton Blvd., Norfolk, VA 23508

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Port Townsend Leader

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that the newspaper has been printed and published at regular intervals for a period of at least one year prior to the first publication of the attached copy of the advertisement; that the attached copy represents a true and correct copy of that published; and that the advertisement was published on the following date(s): 11/12/16, 11/16/16, 11/30/16, 12/03/16

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Table with meeting dates and locations: Monday, December 5, 2016; Tuesday, December 6, 2016; Wednesday, December 7, 2016.

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Seafarers' Memorial Park Building
601 Seafarers' Way
Anacortes, WA 98221
3 PM - 6 PM

Friday, December 9, 2016
Coupeville High School Commons
501 South Main Street
Coupeville, WA 98239
4 PM - 7 PM

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On the ___ day of ___ in the year ___ before me, the undersigned, a Notary Public in and for said State, personally appeared, ___ personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

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Skagit Valley Herald

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Notary Public

Trio of trumpeters



The first trumpeter swans of the season graze Monday afternoon in a field off Summers Road in Mount Vernon.

BRANDY SHREVE / SKAGIT VALLEY HERALD

Anacortes council suggests minor changes to proposed budget

By AARON WEINBERG
@Aaron_SVH

ANACORTES — The City Council suggested minor changes to the proposed 2017-2018 city budget Monday during a public hearing.

Multiple council members expressed concern about a \$20 fee increase for vehicle licensing in 2018 that would fund the city's \$1.1 million annual pavement management program. The program funds street repairs and paving projects.

"I'm concerned with constantly hitting up citizens for fees for important infrastructure projects," councilman Matt Miller said.

The council directed Finance Director Steve Hoglund to provide a list of alternatives to the fee increase for the next council meeting on Monday.

Another suggested change to the budget includes transferring \$108,000 from the city's cash reserves in 2017 to expedite the implementation of a new electronic content management system. The

system would allow the city to better store and organize documents.

This is the first time the city is budgeting biennially instead of annually. The change allows the city to plan further ahead.

The city has proposed budgets of \$60.9 million for 2017 and \$60.6 million for 2018. It is a balanced budget, meaning the city spends as much money as it takes in.

The city received no comments during the public hearing. Comments can be directed to Hoglund or

Mayor Laurie Gere. The council is scheduled to vote on the proposed budget Nov. 21.

On Monday, it will vote on a 1 percent property tax increase.

Property tax is the city's largest revenue stream, Hoglund said. It helps pay for several programs, with the two biggest benefactors being the library and parks and recreation.

— Reporter Aaron Weinberg; 360-416-2145, aweinberg@skagitpublishing.com, Facebook.com/byaaronweinberg

Voters reject voucher system for political contributions

OLYMPIA (AP)

— Washington voters have rejected a measure that creates a publicly funded voucher system for political contributions.

Initiative 1464's voucher system would have given voters three \$50 "democracy credits" that they could use in state races every two years.

To pay for the statewide system, the measure would have repealed the non-resident sales tax exemption for residents of sales-tax-free states like Oregon and Montana who shop in

Washington.

To be eligible to redeem the vouchers, participating political candidates would have to have pledged to limit self-financing, as well as the size of donations they accept.

About 53 percent of voters rejected the measure.

Seattle voters passed a similar citywide measure last year. Voters there agreed to raise taxes by \$3 million a year in order to get four \$25 vouchers that can sign over to candidates, starting with the 2017 council and city attorney elections.

Little change after new ballot count

By BRANDON STONE
@Brandon_SVH

MOUNT VERNON — An updated count from Tuesday's election shows little has changed for local races.

The Skagit County Auditor's Office has counted another 3,636 votes since Tuesday. It released the new totals Thursday afternoon.

The county estimates 19,500 ballots from Skagit County voters still need to be counted, 4,500 more than it estimated Tuesday.

The next count is expected to be released Monday. The biggest change in any of the races on the Skagit County ballot is a 1 percentage point increase in incumbent state Sen. Barbara Bailey's lead against Angie Homola in Legislative District 10. Bailey now leads 56 percent to 44 percent.

In the race between Eron Berg

and Kevin Loy for Skagit Public Utility District commissioner, results have not changed. Berg still leads with 58 percent of the vote.

Similarly, David Svaren still leads Laura Riquelme 51 percent to 49 percent in the race for Skagit County Superior Court Judge.

— Reporter Brandon Stone; bstone@skagitpublishing.com, 360-416-2112, Twitter: @Brandon_SVH

Skagit County launches new data website

By BRANDON STONE
@Brandon_SVH

MOUNT VERNON — A new Skagit County data website should help local governments craft policy and give businesses valuable information when considering whether to move into the county, said an organizer of the site.

"Our hope is that this will stimulate conversations about the state of our community, and spur people to action," David Jefferson, health analyst with Skagit County, said at a kickoff for the website Wednesday afternoon.

The website, called Skagit County Trends, presents 165 data sets on community indicators such as economic vitality, education, health and public safety.

Organized by the county's Population Health Trust, which Jefferson leads, and built by data specialists at Eastern Washington University, the website collects data and makes it easily accessible to the public.

Patrick Jones, executive director of Eastern Washington University's Institute for Public Policy and Economic Analysis, led a team of staff and student interns in assembling the website.

Users of Skagit County Trends can find statistics on everything from lodging taxes to labor force participation to access to health care.

"We want to be ambitious," Jones said. "We do not want to be modest."

The website generally pulls data from the U.S. Census Bureau, and presents data from as many years as each data set allows. Most sets compare Skagit County's numbers to state and national numbers.

The Population Health Trust hosted eight focus groups in May and June to determine what data the public wanted to see. That information was forwarded to Jones' team.

During Wednesday's kickoff, members of the health trust took the stage to dedicate the project to the late Terry Belcoe, former president of North Coast Credit Union and a longtime advocate for public health. He died of cancer in September.

Belcoe served on Population Health Trust, as well as numerous other boards and task forces that focus on community health.

He was described as a visionary, a savvy businessman and a constant agitator for progress.

"He wouldn't want us to rest on our laurels," said Debra Lancaster, executive director of United Way of Skagit County. "He would want us to take action."

Jones' team operates several community data websites. Its first was set up 10 years ago in Spokane.

Based on his experience, he said Skagit County can expect in the future to be far better informed about itself.

Jones cited a data point from the Spokane project, where it was found 57 percent of students graduated high school on time.

"It was a real galvanizing moment for us," Jones said.

With that data accessible, he said, it was easier to get the public to raise money and to fix the problem. Donations helped the school district raise graduation rates to 86 percent within eight years.

— Reporter Brandon Stone; bstone@skagitpublishing.com, 360-416-2112, Twitter: @Brandon_SVH

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Options discussed for Cook Road rail crossing

By **BRANDON STONE**
@Brandon_SVH

Consultants for the Cook Road railroad crossing study met for the first time Tuesday with employees from Skagit County and the Skagit County of Governments. Parametric Portfolio Associ-

ates discussed potential ideas for improving traffic flow near the train crossing at the intersection of Cook Road and Old Highway 99, ranging from adding a traffic signal to building an overpass or underpass.

Going forward, consultants and SCOG will gather data on the crossing, and use it to shape potential solutions, said Gabe

Phillips, transportation planner with SCOG.

Traffic at the intersection frequently backs up onto Interstate 5, which Phillips said is a significant safety risk.

SCOG posted the request for proposals in July, and awarded the \$60,000 contract to Parametric.

"It's an extension of the rail

crossing study," Phillips said, referring to an earlier study on traffic at rail crossings county-wide. In that study, the Cook Road crossing was given the highest priority for improvements.

Getting data from BNSF Railway on when trains travel through the area is difficult, he said, so SCOG will likely have to

record data itself. Phillips said SCOG expects to host an open house in January to get input on which solution residents want to see.

He expects the study to be completed by spring of 2017. — Reporter Brandon Stone: bstone@skagitpublishing.com, 360-416-2112, Twitter: @Brandon_SVH

Multicolored multicultural night



SCOTT TERRELL / SKAGIT VALLEY HERALD

Lincoln Elementary School students Gabriela Galindo, a third-grader (center), and fifth-grader Danny Quiroz (right) prepare to perform Thursday evening with their schoolmates at LaVenture Middle School's Multicultural Night. The evening included food, dancing, prizes and information booths.

Draft of Northwest Forest Plan released

By **KIMBERLY CAUVEL**
@Kimberly_SVH

The U.S. Forest Service released this week a draft update to the Northwest Forest Plan, and is accepting public comments on the update through Jan. 6.

The plan covers the Forest Service's Pacific Northwest and Pacific Southwest regions, which includes land in Washington, Oregon and California. The plan guides how resources are managed in 17 national forests for up to the next 20 years.

Parts of eastern Skagit County lie within the Mount Baker Snoqualmie National Forest, which is managed under the Northwest Forest Plan.

The plan was created in 1994 to protect the critical habitat of the northern spotted owl while maintaining a viable forest products industry in the Pacific Northwest, according to the Forest Service.

It covers 24 million acres of Forest Service, Bureau of Land Management, and National Park Service-managed lands.

The draft plan updates what is known about how protected species have fared in federal forest lands since the original plan was created, and addresses new concerns that have emerged including climate change.

The document states progress has been made toward meeting several of the long-term goals of the original plan, including maintenance of habitat for the

northern spotted owl and marbled murrelet, and protecting dense old-growth forests and habitat for aquatic organisms and other species.

But new concerns have arisen, including threats to the spotted owl from the more aggressive barred owl, the effect of fire suppression on fire-dependent ecosystems including old growth, the effects of climate change, and changes to the budgets and workforce of the forest lands, according to the document's key findings.

The updated Northwest Forest Plan was drafted with input from 45 scientists from federal agencies, tribes and universities, according to a Forest Service news release.

While the draft is open for public comment, it is also being peer reviewed by an independent organization, according to the release. The Forest Service expects to complete the Northwest Forest Plan in late 2017, according to the release.

The plan is available online at fs.fed.us/pnw/research/science-synthesis. It will be discussed during a webinar from 8:30 a.m. to 1 p.m. on Dec. 6. Details about the webinar will be available on the website.

Submit written comments online at skagit.com/Form/ForestPlanComment or verbal comments during the webinar.

— Reporter Kimberly Cauvel: kcauvel@skagitpublishing.com, Twitter: @Kimberly_SVH, Facebook: [com/bykimberlycauvel](https://www.facebook.com/bykimberlycauvel)

County continues to see strong motor vehicle sales

By **AARON WEINBERG**
@Aaron_SVH

Motor vehicle sales remained strong in Skagit County for the second consecutive quarter, according to state Department of Revenue taxable retail sales data.

Compared to the same period last year, motor vehicle taxable retail sales jumped \$15 million to \$142 million. Motor vehicles include new and used automobiles, recreational vehicles and boats.

One industry that saw big gains was construction, which had a \$12 million increase to \$87 million.

Most other industries saw slight changes.

One industry that saw a big drop was real estate rental leasing, going down \$5 million from the same period of 2015 to \$11 million.

— Reporter Aaron Weinberg: aweinberg@skagitpublishing.com, Facebook: [com/byaaronweinberg](https://www.facebook.com/byaaronweinberg)

The county's overall

taxable retail sales is also up from the same quarter of 2015, increasing 5.9 percent to \$694 million, according to the Department of Revenue.

That is up from \$656 million for the second quarter of 2015.

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— Reporter Aaron Weinberg: aweinberg@skagitpublishing.com, Facebook: [com/byaaronweinberg](https://www.facebook.com/byaaronweinberg)

S-W property tax rate won't increase

By **SKAGIT VALLEY HERALD STAFF**

SEDRO-WOOLLEY — The City Council decided this week not to increase property taxes in 2017.

It is the 10th consecutive year property taxes will not be increased within the city of Sedro-Woolley.

The council also reviewed Wednesday a series of other potential tax and utility rate increases for 2017.

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Blast at Afghan air base kills 4 Americans

By WILLIAM J. HENNIGAN AND SULTAN FAIZY
Los Angeles Times (TN5)

KABUL, Afghanistan — A suicide bomber apparently posing as a laborer killed four Americans and wounded 16 others Saturday morning at Bagram air base in northern Afghanistan, U.S. and Afghan officials said.

A Polish soldier participating in the NATO mission was also among the wounded.

The Taliban claimed responsibility.

Afghan officials said the bomber was wearing the kind of clothing normally worn by local laborers, who line up at dawn to enter the base.

Two American service members and two contractors working on the base were killed in the explosion, U.S. Defense Secretary Ashton Carter said.

"I want to express my sincere condolences to the families of the fallen, and I want to reassure the loved ones of those injured that they are getting the best possible care," Carter said in a statement.

"Force protection is always a top priority for us in Afghanistan, and we will investigate this tragedy to determine any steps we can take to improve it."

"For those who carried out this attack, my message is simple," he continued. "We will not be deterred in our mission to protect our homeland and

help Afghanistan secure its own future."

Bagram Air Base, north of Kabul, is a military installation where U.S. fighter jets, drones and thousands of military personnel and contractors are based in the ongoing fight against a resurgent Taliban.

The U.S. has 9,800 troops in the country advising Afghan forces, but President Barack Obama announced that the number will drop to 8,400 by year's end.

The Afghan military has struggled to defend the country against increased Taliban attacks, despite support by U.S. special forces advisers and daily airstrikes by U.S. warplanes. On Friday, for example, Taliban fighters

killed six people when a suicide car bomber attacked the German consulate in the northern city of Mazar-i-Sharif.

The militants have launched suicide bombings and other attacks elsewhere around the country, more than 15 years after the U.S.-led military invasion.

Although the U.S. has maintained an advisory and backup role, conducting airstrikes and providing training and financial support to proxy ground forces, 11 U.S. service members have been killed this year.

Afghan forces are on track to surpass the 20,000 total in casualties sustained last year, including nearly 5,000 dead.

Although the Afghan government continues to



Afghanistan's National Army soldiers guard, blocking the main road to the Bagram Airfield's main gate in Bagram, north of Kabul, Afghanistan, Saturday. An explosion at a U.S. airfield in Afghanistan early Saturday killed four people, the head of international forces in the country said.

control city centers, the Taliban holds rural areas and has more territory now than at any time since the war began in 2001, according to United Nations estimates.

Gen. John W. Nicholson Jr., the commander for U.S. and NATO forces

in the country, said in a statement that despite the Taliban's continued attacks the U.S. and coalition "will continue to pursue our train, advise, and assist mission to help our partners create a better Afghanistan."

On last foreign trip, Obama seeks way to explain Trump

By JOSH LEDERMAN
Associated Press

WASHINGTON — It was supposed to be his grand valedictory tour. Now President Barack Obama must use his last major trip abroad to try to calm shocked world leaders about the outcome of the U.S. election, and what comes next when Donald Trump is president.

Trump's unforeseen victory has triggered pangs of uncertainty at home and grave concerns around the world. Though Obama has urged unity and said the U.S. must root for Trump's success, his trip to Greece, Germany and Peru forces him to confront global concerns about the future of America's leadership.

"In some ways, there's nothing to say," said Heather Conley, a Europe scholar at the Washington-based Center for Strategic and International Studies.

Conley said Obama's trip, planned when it seemed certain Hillary Clinton would win, had been designed to reassure the world that the U.S. had regained its footing after a toxic campaign that unnerved foreign capitals. "Now the president has the unenviable task of telling his counterparts and explaining what Europeans are now coining 'the Trump effect,'" Conley said.

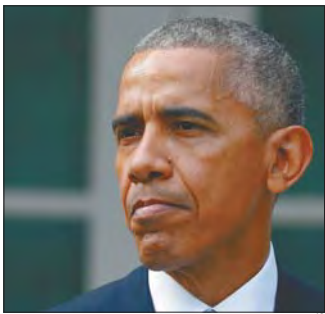
For months, Obama lent credence to those concerns as he urged Americans to reject Trump. Standing alongside Singapore's prime minister in August, Obama said Trump was "woefully unprepared" because he lacked "basic knowledge" about critical issues in Europe, Asia and the Middle East. And during a visit to Japan, Obama said he wasn't the only world leader worried about Trump.

"They're rattled by him, and for good reason," Obama said in May.

"Because a lot of the proposals that he's made display either ignorance of world affairs, or a cavalier attitude, or an interest in getting tweets and headlines instead of actually thinking through what it is that is required to keep America safe and secure and prosperous, and what's required to keep the world on an even keel."

Now, Obama must pivot and reassure the U.S. and other countries that somehow, it will all be OK.

Ben Rhodes, Obama's deputy national security adviser, said the president fully expects Trump's election to be a dominant theme of the trip, but would emphasize his plans to keep carrying out his approach until Trump takes over. He said Obama would argue that basic U.S. principles like honoring treaty commitments have historically survived



In this Nov. 9, photo, President Barack Obama pause while speaking in the Rose Garden of the White House in Washington.

even the most dramatic changes of administrations.

"He'll want to use these conversations with leaders to express that view that given all the important issues that we face, no matter what our preferred choice may have been in the election, right now we as Americans have a stake in seeing this next administration succeed," Rhodes said.

Obama departs Monday on the six-day trip, stopping first in Athens, where he'll tour the Parthenon, meet with the prime minister, and give a speech about democracy and globalization that will take on new relevance in light of Trump's election.

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MV forms committee for adult entertainment regulations

By **BRANDON STONE**
@Brandon_SVH

MOUNT VERNON — The city's newly formed committee on adult entertainment business regulations met for the first time Tuesday.

The six-person committee will meet several times during the coming months to research and discuss potential regulations. It will eventually present a recommendation to the City Council.

The City Council passed interim regulations on adult entertainment businesses in October, which added a licensing requirement for those businesses and relegated them to south Mount Vernon. The interim

regulations apply to adult retail shops and businesses such as adult movie theaters or strip clubs.

"This is the first step at a look at permanent regulations for adult entertainment businesses," said Kevin Rogerson, city attorney.

He said the city hasn't looked at adult business regulations since 1995, adding that it's likely the regulations that get put in place will stand for 10 to 20 years.

The goal of regulating adult entertainment businesses, he said, is to minimize secondary negative impacts that have been observed in other communities, such as an increase in crime, a decrease in property values, or the potential of exposure to minors.

"It's protected speech. You can't ban it," Rogerson said. "(But) you can regulate it if you do it correctly."

According to interim regulations, the region south of Blackburn Road and east of the train tracks can house adult businesses.

"My kids' school is right in there," said Lisa Zacherl, who was elected chairperson of the committee Tuesday.

Zacherl, a mother of five, said her children attend the Skagit Family Learning Center, which is close to the area where the city currently allows adult entertainment businesses.

Zacherl said she grew up in a small town in Wisconsin and spent time in Nashville, Tennessee, and in both cases was put off by the number and placement

of adult businesses.

"In my experience of living around them, (adult entertainment businesses) bring the atmosphere of a town down, or have the potential to," she said.

She said she's been a part of the conversations about the rejuvenation of Mount Vernon's downtown, and that if adult business regulations aren't carefully considered, she is worried the businesses could affect outsiders' views of the city.

The group is planning to meet twice in December and twice in January.

The council will meet Dec. 7 for a public hearing on the interim regulations.

— Reporter Brandon Stone: bstone@skagitpublishing.com, 360-416-2112, Twitter: @Brandon_SVH

Skagit PUD adopts budget

By **BRANDON STONE**
@Brandon_SVH

MOUNT VERNON — The Skagit Public Utility District adopted its 2017 budget, which includes increases primarily to cover deferred maintenance.

The budget passed last week 2-0, with Commissioner Jim Cook absent.

The largest increases are seen in the capital budget, which at \$20,377,638 is about 33 percent more than 2016's estimated costs.

According to documents from the PUD, about \$1.3 million of the increase will go toward routine projects, such as purchasing more vehicles and performing maintenance on the water treatment plant at Judy Reservoir.

The major capital portion of the budget, which provides funding for work on a transmission line from Judy Reservoir to Mount Vernon and a 6-million-gallon water tank on Division Street, increased by about \$3 million.

George Sidhu, interim general manager of the PUD, justified these increases as remedying years of deferred maintenance, adding that these costs were in line with the district's financial guidelines.

The PUD continues a trend of rate increases for customers, with an 8.5 percent increase for 2017. This equates to \$3.59 per month for the average customer, Sidhu said.

The district uses part of its rate revenue to fund capital projects, Sidhu said.

The operating budget, at \$12,994,461, is 3 percent higher than the 2016 budget, and allows for several maintenance projects and the hiring of a safety consultant.

Sidhu said the budget process has been more collaborative and understandable than it has been in the past.

"Our goal from the outset was to make it more informative," he said.

Instead of a two-page brief, staff prepared a 19-page document with graphs, charts and annotations available to the commissioners and the public. Commissioners Robbie Robertson and Al Littlefield both said this was the best budget process in which they've been involved.

Debate among the board of commissioners kept a 2016 budget from being passed until February 2016.

— Reporter Brandon Stone: bstone@skagitpublishing.com, 360-416-2112, Twitter: @Brandon_SVH

Crab pot Christmas tree goes up in Anacortes

By **AARON WEINBERG**
@Aaron_SVH

ANACORTES — Dan Maul stood at the base of a two-story-tall Christmas tree made of crab pots Thursday outside the Anacortes Chamber of Commerce, helping guide a string of decorative buoys up to two volunteers on a crane.

"Yep, that looks good," Maul said.

By late afternoon, several volunteers, along with Event and Communications Coordinator Nancy Rytand, were well on their way to putting the finishing touches on the Christmas tree made up of about 130 crab pots.

Their work will be on display at a tree lighting ceremony at 6 p.m. today.

The tree lighting is an annual tradition for the chamber. For the past two years the chamber has ditched a live tree in favor of something more creative — prawn pots and now crab pots.

The state Department of Fish & Wildlife donated about 130 confiscated crab pots for the chamber to use.

Rytand said the round crab pots are easier to stack than the larger, diamond-shaped prawn pots that were used last year.

"It's a little easier, but it still didn't quite go exactly to plan, but it's almost there," she said. "It's kind of hard when all the crab pots aren't the exact same size."



Jerry Parker lashes a string of buoys to the Anacortes Chamber of Commerce's crab pot Christmas tree Thursday afternoon. The state Department of Fish & Wildlife donated the confiscated pots used for the tree. The community tree lighting is tonight.



Volunteers decorate the Anacortes Chamber of Commerce's crab pot Christmas tree Thursday after-

The tree will be decorated with small colorful buoys crafted by local children at the Anacortes Arts Festival, garland donated by Costco, lights and an angel topper.

Today's tree lighting will feature performances by local school bands, the An-O-Chords and the Salvation Army Brass. Santa Claus will be on hand for photos.

"This whole plaza will be full tomorrow," said Maul, who has helped set up the tree for two years. "It's a lot of fun."

— Reporter Aaron Weinberg: 360-416-2145, aweinberg@skagitpublishing.com, Facebook.com/yaaronweinberg

ON THE BEAT

By **SKAGIT VALLEY HERALD STAFF**
Here's a sampling of recent calls to local police and fire agencies:

HIT AND RUN

Charges are pending against a 19-year-old Anacortes man accused of crashing into two parked cars in Anacortes early Thursday morning.

Troopers suspect the man and his 18-year-old passenger were traveling at a high rate of speed in a 2008 Suzuki XL-7 about 5 a.m. Thursday when they hit two unoccupied vehicles on 18th Street, according to a news release.

The driver allegedly fled the scene but was later located at his residence. The passenger was injured and was taken to Island Hospital.

ELUDING

Mount Vernon police are looking for the driver of a dark green Chevrolet truck who allegedly drove away from an officer as the officer attempted to pull over the vehicle.

A caller who suspected the driver was operating the truck under the influence in the 2400 block of East Division Street called

police about 6:30 a.m. Thursday. The caller reported the truck had driven onto the sidewalk, pulled into the Haggen parking, then proceeded to do several u-turns as it traveled westbound.

The officer located the vehicle driving slowly near Division Street and LaVenture Road, but when the officer attempted to pull over the vehicle, the driver pulled into a nearby parking lot, then sped off. As the vehicle turned onto North 18th Street with speeds reaching 45 mph, the officer discontinued pursuit.

The vehicle was last seen running a red light at the intersection of 18th and Fir streets.

ROBBERY

Skagit County Sheriff's deputies are looking for a man suspected of robbing a Mount Vernon restaurant.

An employee at the drive-in restaurant, located in the 18000 block of Highway 536, reported Monday evening that a man with a bandana over his face walked up to the counter and demanded money. The man alluded to having a weapon, but employees did not believe him.

The employees told him to take the tip jar, which he did. He then left the area. A search of the area did not locate the suspect.

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Town Tree Lighting is Saturday, Jingle Belles Ladies Night and Lighted Boat Parade on December 10th.

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Grant paves way for road repair in Lyman

By **KIMBERLY CAUVEL**
@Kimberly_SVH

LYMAN — The town learned this week that it will receive grant money to repair a problem section of Lyman Avenue that leads to Lyman Elementary School.

The state Transportation Improvement Board will award the town \$119,600 to repair problem areas and pave a 2-inch overlay on Lyman Avenue between Main Street and the school, according to the board's project description.

Lyman Mayor Eddie Hills said the section of road has cracks and potholes.

School staff know the problem area all too well.

"This morning we had a bus driver ... giving me a job about the hole that he has to go through every day," Lyman Elementary School Principal Scott



Potholes mar Lyman Avenue outside Lyman Elementary School. The town of Lyman has received a grant to repair the road.

McPhee said Thursday. The Town Council discussed the issue at its Nov. 15 meeting, prior to deciding to collect a new tax in 2017 to generate revenue for road projects. During that meeting,

Hills said the town has had trouble securing grant money in the past. The town previously applied for Transportation Improvement Board grants to repair Lyman Avenue, but did not make

the cut, he said. He said with funding now approved, the project will likely occur during the summer when school is not in session. McPhee said the school may coordinate with the

town to do additional repair work to its parking lot and surrounding areas at the same time, while construction equipment and engineers are already on site.

"My job is to make sure school is safe, and obviously getting to school safely and leaving safely is a big part of that. We're all very excited to have improvements to Lyman Avenue and our surrounding paved areas," he said.

Hills said he is glad to have grant money for the Lyman Avenue repairs, and is making plans for additional road work in town.

Using revenue from the recently passed cable tax, Hills said the town will repave roads, including Main Street.

— Reporter Kimberly Cauvel: 360-416-2199, kcauvel@skagitpublishing.com, Twitter: @Kimberly_SVH, Facebook.com/bykimberlycauvel

Northwest Pipeline calls off expansion plans

By **KIMBERLY CAUVEL**
@Kimberly_SVH

A natural gas pipeline expansion project that would have included work on sections of pipeline in Skagit County was called off earlier this year.

Williams, the parent company of Northwest Pipeline LLC, withdrew pending applications in April, company spokeswoman Sara Delgado said.

The 3,900-mile Northwest Pipeline moves natural gas across six states, from Utah to Washington, according to Williams' website. Williams had proposed replacing sections of the pipeline to increase the volume of natural gas that could be transported.

The Federal Energy Regulatory Commission issued a draft environmental impact statement, or EIS, for the project in August 2015 and planned to release a final EIS in June 2016. But when Oregon LNG announced in April that it was scrapping its proposed pipeline expansion and terminal project in Warrenton, Oregon, Williams called off its project.

The Associated Press reported that Oregon LNG's proposal would have included an 87-mile pipeline to connect to the Northwest Pipeline.

Williams had planned to replace 10 segments of pipeline between Sumas and Woodland with 36-inch diameter pipe.

The project included about 13 miles in Skagit County. Two of the pipeline's biggest customers are Puget Sound Energy and Cascade Natural Gas.

— Reporter Kimberly Cauvel: 360-416-2199, kcauvel@skagitpublishing.com, Twitter: @Kimberly_SVH, Facebook.com/bykimberlycauvel

COURT REPORT

By **MARILYN NAPIER**
@Marilyn_SVH

The following are criminal cases heard Thursday in Skagit County Superior Court.

DRUGS

A 36-year-old Ferndale man was sentenced to five and a half years in prison after pleading guilty to one count of possession of heroin with intent to manufacture or deliver and one count of possession of methamphetamine with intent to manufacture or deliver.

Paul Mark Villalon was arrested June 1 after he reportedly ran from a Skagit County sheriff's deputy after being pulled over by the deputy, according to court documents.

Villalon allegedly threw a plastic bag into some bushes when running away from the deputy.

The bag reportedly contained about 210 grams of meth and about 49 grams of heroin, court documents state.

The court documents noted that the meth and heroin found is a significant amount, adding a typical user would use less than one gram per day.

ASSAULT

Francisco Castaneda Galvan, 29, pleaded not guilty to charges of assault and malicious mischief by causing physical damage in an amount exceeding \$750.

The Mount Vernon

man was arrested in November after a woman reported to police that Castaneda Galvan hit her and broke her

phone so she couldn't call 911, according to court documents. Castaneda Galvan also

reportedly covered the victim's mouth so that she could not breathe. Documents state the victim felt her life was threatened.

Trial is set for Jan. 23.

MALICIOUS MISCHIEF

Thomas Willner of Concrete pleaded guilty to felony charges including intimidating a public servant and malicious mischief in the first degree.

The 53-year-old was sentenced to nine months in jail for the felony charges along with misdemeanor charges that included violating no-contact orders.

Willner was arrested in July after Skagit County sheriff's deputies were called to a home on North Superior Avenue where Willner reportedly grabbed his girlfriend and would not let her go while threatening others in the residence, according to court documents.

When deputies arrived, he reportedly told a deputy he had a gun and was going to shoot the deputy, documents state.

Willner was then tackled by deputies and placed into a police vehicle, where he kicked and shattered the back window.

LOCAL DIGEST



Trumpeter swans graze in a field off Summers Road in Mount Vernon.

SKAGIT VALLEY

State seeks reports of dead or unhealthy swans

With the return of migratory birds that winter in the Skagit Valley, the state is asking the public to report unhealthy trumpeter swans.

For several years, the state Department of Fish & Wildlife has collected information about sick, injured and dead swans from Whatcom, Skagit and Snohomish counties.

The agency uses the information to determine the impact of lead poisoning on the birds, according to a news release.

Using lead pellets for hunting waterfowl has been banned for about 25 years, but some pellets are still in fields where swans find food, according to the release.

Each year some swans die from lead poisoning in Skagit and surrounding counties.

Reporting those cases helps the state locate and clean up remaining sources of lead, according to the release.

Fish & Wildlife asks those who see sick, injured and dead swans not to handle the birds, but to report their condition and location to the an-

nual swan hotline at 360-466-4345 ext. 266. The hotline will be active through March.

MOUNT VERNON

MV tree lighting ceremony set for downtown Sunday

Mount Vernon's annual tree lighting ceremony is set for Sunday.

A holiday parade will be held at 5 p.m. on First Street in downtown. Santa Claus will be available afterward at the tree lighting in Pine Square.

MOUNT VERNON

Salish Sea Stewards program taking applications

The Skagit Marine Resources Committee and Coastal Volunteer Partnership are accepting applications for the next Salish Sea Stewards training sessions.

The Salish Sea Stewards program provides 40 hours of classroom and field training in local natural resources and conservation issues.

Trained Salish Sea Stewards then volunteer at least 50 hours of their time toward local projects including citizen science, community education and restoration work.

The 2017 trainings will be held from 1 to 5 p.m. on Tuesdays from March 7 to May 9.

Applications are being accepted until Feb. 28.

The application is available online at skagitmrc.org, and can be submitted by email to russell@padillabay.gov or by mail to Samantha Russell, Padilla Bay Foundation, 10441 Bayview-Edison Road Mount Vernon, WA 98273-9668.

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COMMISSIONERS AGENDA ITEMS

Call 360-416-1316 to hear the recorded Agenda for next week. The Agenda is also available online at www.skagitcounty.net and at the Skagit County Commissioners Office at 1800 Continental Place, Mount Vernon, Washington 98273.

Watch current or past Commissioner sessions on Skagit County's website. Click on Skagit 21. Sessions will be telecast live on Comcast Channel 21 at regularly scheduled times.

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REVIEW

A horrific existence in 'The Girl Who Escaped ISIS'

By **JOE CARLSON**
(Minneapolis) Star Tribune

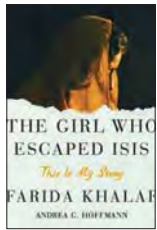
Amid the endless war news streaming out of Syria, the need for moral clarity in the conflict is running high.

Farida Khalaf's story offers it explicitly. Khalaf was a math whiz and a soldier's daughter who was 19 years old when she was captured and sold into sexual slavery by the Islamic State of Iraq and Syria (ISIS) in 2014.

Her first-person account, narrated in "The Girl Who Escaped ISIS" and written with German journalist Andrea C. Hoffmann, is a searing portrayal of the brutality facing people targeted by ISIS fighters in Syria and Iraq.

Khalaf is a member of the Yazidi religious minority in northern Iraq, whose practices are viewed by ISIS as "devil worship." Because of this belief, ISIS doctrine allows Yazidi children and teens like Khalaf to be kidnapped and sold at auction.

Khalaf recounts shocking wartime violence against a group of Yazidi girls who are routinely beaten and forced to convert to Islam by soldiers who sometimes prey before raping them. The abuse against



Khalaf is especially savage because of her repeated escape attempts; at one point she is sold for \$50 after injuries from a previous owner leave her too damaged to "function" sexually for the next one.

The book's plot is conveyed in its title, but there are cruel surprises in store, like the financial motives of the underground railroad for ISIS escapes, and the alienation imposed on survivors by their peers in refugee camps.

Though she attempts suicide, Khalaf eventually decides to escape and "bear witness," making her account read as an explicit call to action. She repeatedly imagines American troops coming to her rescue.

Her leadership earns her the nickname "Barack Obama" from her fellow captives.

FOOD AND BOOK DRIVE: The Upper Skagit Library will host its third annual Food and Children's Book drive to benefit Concrete and Marblemount Food banks this holiday season. Drop off nonperishable, non-expired food items, and gently used children's books during library hours through Dec. 31. 360-836-7939 or uppskagit.lib.wa.us.

"TELLING OUR STORIES: Local Histories in the Library and Beyond": In honor of its 100th anniversary, the Mount Vernon City Library is working on an oral histories project. Patrons are invited to share their stories of how the library has touched their lives. Appointments are available from 1 to 7 p.m. Tuesdays, through Dec. 13. Call 360-336-6209 or stop by the library at 315 Snoqualmie St., Mount Vernon.

BELLINGHAM BOOK SALE: Friends of the Bellingham Public Library will host its Winter Book Sale from 10 a.m. to 6 p.m. Wednesday through Friday and 10 a.m. to 1 p.m. Saturday, Dec. 7-10, at the library, 210 Central Ave., Bellingham. Half-price sale on Friday; \$4 bag sale on Saturday. 360-778-7250.

"BELLA OF MADISON PARK" BOOK SIGNING: Author Leslie Stark will read from sign copies of her new children's book "Bella of Madison Park" at 10:30 a.m. Saturday, Dec. 10, at Village Books, 1200 11th St., Bellingham. Stark's book follows a curious dog named Bella and her adventures in

Seattle. Free. 360-671-2626 or villagebooks.com.

"2CREATE: ART COLLABORATIONS IN NEW YORK CITY" BOOK SIGNING: Author Yoav Litvin will have a book talk and signing at 7 p.m. Saturday, Dec. 10, at Village Books, 1200 11th St., Bellingham. "2Create: Art Collaborations in New York City" showcases the work of nine pairs of New York City's finest graffiti and street artists. Litvin will also discuss his work as a photographer, psychologist and political analyst. Free. 360-671-2626 or villagebooks.com.

AWARD-WINNING AUTHOR AT TATTERED PAGE: Award-winning author Jared McVay will sign copies of his books from 1 to 5 p.m. Saturday, Dec. 17, at Tattered Page bookstore, 514 South 1st Street in Mount Vernon. McVay has written historical fiction, action and adventure, and his Clay Brentwood western series. tatteredpagebooks or 360-419-7278.



McVay

At local libraries
Anacortes Public Library, 1220 10th St.

NOON YEAR'S EVE: 11 a.m. to noon Saturday, Dec. 31, Burlington Public Library, 820 Washington Ave., Burlington. Family activities for ages 3 and older (younger siblings welcome), including crafts, snacks, games and prizes. Free. 360-755-0760 or burlingtonwa.gov.

LOCAL AUTHORS BOOK RELEASE: Local children's book authors Rachel and Keith Ingram of Anacortes will release their first book "Joy & Finley: The Italian Race" on Jan. 3. The book is about two sisters and their dog traveling the world, joining in countless adventures and running into trouble. A portion of revenue from every book goes toward nonprofits that provide for kids around the world. joyandfinley.com.

WEDNESDAY EVENING PROGRAMS begin at 7 p.m., after regular library hours; no library services will be available.

All programs are free and open to the public. 360-293-1910, ext. 21, or library.cityofanacortes.org.

Burlington Public Library, 820 E. Washington Ave.

STEAM (Science, Engineering, Art and Mathematics) Activities for ages 7 to 12, 3 to 4 p.m. Wednesdays. Hands-on activities and crafts to challenge problem-solving skills and foster creative abilities. Third Wednesdays are Lego Club.

More **BOOK CORNER** | A12

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Click for More Information

SVH Newsroom

A Twitter list by @guskagit
Following all reporters in the Skagit Valley Herald newsroom.

 **Aaron Weinberg** @Aaron_SVH
Lack of awareness one of reasons it's difficult to find a kidney donor
skagit.ws/2fFr9WJ @SwedishHospital #skagit



Trending

- Articles
- Six Mount Vernon men arrested on federal drug charges
- Details released in Cascade Mall shooting
- Mount Vernon woman is one tough mudder
- Sedro-Woolley football team cruises into state playoffs
- Mount Vernon graduate reaches for stars
- B-E football team falls to Archbishop Murphy in district playoffs
- Two more Mount Vernon men arrested in connection to drug ring
- Court Report
- Group finds Skagit River vulnerable to changing

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PRESENTS

South Whidbey Record

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a daily newspaper of general circulation published in
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 City, County, State

that the newspaper has been printed and published at regular intervals for a period of at least one year prior to the first publication of the attached copy of the advertisement; that the attached copy represents a true and correct copy of that published; and that the advertisement was published on the following date(s): 11/12/16, 11/16/16, 11/30/16, 12/03/16

Celeste Hoyt
 Signature-Agent of Publisher
Traffic Coord.
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1-11-17
 Date



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On the ____ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

 Notary Public

Wednesday fire daims septic business' garage

By KYLE JENSEN

kjensen@whidbeynewsgruop.com

South Whidbey Fire/EMS had to use all of its firefighting resources Wednesday afternoon to fight a large structure fire on Lone Lake Road.

Nobody was injured in the blaze, but it was a hard hit to South Island Pumping, destroying a septic truck, garage and equipment.

South Whidbey firefighters and a few from Central Whidbey Island Fire and Rescue had to use extreme caution while attempting to put out the flames due to the presence of explosive materials near the garage. The property owner stored large amounts of ammunition and gunpowder in a reloading room within close proximity to the garage, according to fire officials.

"Everyone was out of the structure when it started," Deputy Chief Wendy Moffatt said. "There were large amounts of saline tanks, oxygen tanks, propane tanks, ammunition and gun powder."

A *Record* reporter, law enforcement officers and bystanders were told to stay roughly 100 feet away from the blaze as a precautionary



Kyle Jensen / The Record

South Whidbey firefighters William Piepenbrink (left) and Sean McDougald (right) return from the fire to hydrate.

measure; the tanks in the garage "started going off," according to Moffatt. The room full of ammunition never caught fire, however.

The district initially responded to a call about a vehicle on fire at 3:15 p.m., but when first responders arrived they found the garage fully engulfed in flames. Smoke could be seen from Highway 525 about two miles south of the fire, which was near Wild Rose Way.

The septic truck was being refilled when it caught fire,

and half of the truck was in the garage. The flames quickly spread to the structure.

"They were reloading the poop tank when they realized there was a fire coming from underneath the hood," Chief Rusty Palmer said. "They ran to grab a fire extinguisher, but by the time they came back, the garage was fully involved."

Firefighters worked for roughly six hours, until 9:30 p.m., to put out the flames. The property owner's residence was nearby on the same lot, but the district

helped prevent further damage. He declined to speak to the press.

"The owner's residence is near the garage and the loading room, but there was no damage to their home,"



Kyle Jensen / The Record

Firefighters lug a firehose around to fight the fire from a different angle.

Palmer said. "Our team did a great job."

A nearby contracting company, J&D Wallace General Contractors, lent district officials a helping hand by offering an excavator to remove the garage's caved roof, which was getting in the way of firefighters' ability to stop the fire.

Moffatt said manpower was a slight issue since South Whidbey Fire/EMS is a volunteer force, which is why Central Whidbey Island Fire and Rescue was called in for assistance. Despite the obstacles, responders were able to douse the fire and prevent further damage or a potential explosion.



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1

MORE LETTERS

CONTINUED FROM A6

Health care for the rich only—who needs it anyhow
Keep Medicare—it's not a government program

Improve the economy—support the insurance industry

Rebuild our infrastructure—made in China of course

Appoint Vladimir Putin Secretary of Defense

Appoint Sarah Palin Director of EPA

Military Service? Who needs it

Abolish Social Security—we are all going to be billionaires anyway

Mitch McConnell—Director of Race Relations

Strengthen the court—Gov. Christie for Supreme Court

Promote diversity with more gated communities

Deport everybody not like us

Get even with Mexico—give them back Texas and Arizona

And start building the Wall—just south of Chicago

Wow—can't wait!
Elizabeth...please get ready fast

RON KASPRISIN
Langley

Quit whining, accept the results

Editor,
I can't believe how many

cry babies we have on this island. They need to learn how to lose gracefully.

In every race/contest there are winners and losers. This time it's liberals turn to lose. Now they can find out what it has been like for the past eight years for conservatives.

Accept it and quit whining.

DON GOODFELLOW
Clinton

Political bias on is disheartening

Editor,
On November 4, 2008, Americans went to the polls and voted for Barack Obama as our 44th president of the United States of America. Four days later there was a big front page spread in your newspaper all about it.

We save all newspapers that have history making events. My question to you is why there is not one mention of president elect Donald Trump winning the election let alone a picture on the front page of your newspaper. You are supposed to report the news. This is very disrespectful for all Americans, especially those who voted for Donald Trump.

We have subscribed to your paper for many years. This is very disheartening to see the bias that goes on here on the South End.

Shame on you.
SHARON PORTER
Langley

Like the Borg, assimilate Trump

Editor,
In the science fiction video series Star Trek: The Next Generation, a mob of aliens called the Borg try to conquer humans with the threat, "We will assimilate you." The Borg, I am fairly sure, are stereotypes of certain human tendencies to impose answers on other groups "for their own good" whether the recipients appreciate the gift or not. Religious believers, whether in Abrahamic traditions or Karmic traditions, have assimilated populations for thousands of years, sometimes peacefully, sometimes more forcefully. In our more secular time beginning with the late 1700s (French Revolution) and accelerating with Karl Marx and catching fire with Lenin, Trotsky, Stalin, and Castro, ideological movements such as socialism and communism have also assimilated people into their answers, sometimes gently, sometimes violently.

Oddly, assimilation can be a two way street. Sometimes the assimilated populations engulf and digest their conquerors. Hey, I'm a Jew. We are everywhere. How do we do that?

The term "Groupthink" was coined in a 1952 article in Fortune Magazine. If everybody around you thinks the same thing, say

that skin color or eye shape tells us something useful about, ethics and intelligence, or an upward trending stock market will never crash and burn, or that the New England Patriots after winning 18 straight victories in 1972-1973 would inevitably win the Super Bowl, groupthink can really lead any of us astray.

On Whidbey Island, groupthink told us that Hillary Clinton would deservedly become the first female president and that Donald Trump was a horrible person and would inevitably lose the presidential election. As a native born United States citizen, I think we should acknowledge the error of our predictions and work toward assimilating Donald Trump into our democratic and representative values.

STEPHEN KAHN
Langley

Obituary

Elaine Elizabeth Rost



Elaine Rost

Elaine Elizabeth Rost passed away on October 23, 2016 in Lacey, WA after a valiant and ever-positive battle with liver cancer.

Born in Boise, ID on July 13, 1945 to John and Florence Rost, she graduated from Boise High in 1963 and attended Whitman College for three years, graduating from the University of Washington in 1967. She worked her entire career as a technologist and study coordinator for the UW on research teams led by C. Alvin Paulson, MD, and William Bremner, MD.

Following her retirement in 2000 she relocated from her home in Bellevue to Whidbey Island and shared a home in Clinton with her friend Gail Madden. In 2008 Elaine and Gail moved to Panorama in Lacey where

they shared a home until Elaine's death. She was a world traveler, a talented photographer, a lover of Siamese cats, and a generous and loyal friend. Her radiant smile and her sense of humor were treasured and will be remembered by many.

In addition to her friend Gail, Elaine leaves her brother Jack (Susan) of McCall, ID and Salome, AZ, her Nephew John (Cristina) of Denver, her niece Julie Dennis (Edward) and her great nephew and niece Nicolas and Dacia all of Boise. A celebration of her life will be held next spring on Whidbey.



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1

The roundup

WEATHER REPORT | Showers expected for the week. High of 49 and low of 41 expected from today to Friday.

CORRECTION

In the story "Saying goodbye the South Whidbey way," the woman holding Bill Hunziker's ashes was incorrectly identified. The woman is Susan Hunziker, the daughter of Bill Hunziker.

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UTILITIES

High winds lead to outages

Many South Enders were left without power over Thanksgiving weekend, as high winds knocked down trees and power lines.

Puget Sound Energy officials say there were "small scattered power outages" that occurred in both North and South Whidbey. Most weather-caused outages occurred on Thanksgiving day and

Friday, Nov. 25. Impacted areas include parts of Freeland and southern Langley.

The amount of South Enders without power at the various locations "ranged from one customer to about 85 customers." Officials said most service was restored within two and four hours.

The largest outage, which impacted 85 people, was in Langley on Thanksgiving day due to a fallen tree. Officials say power crews not only needed to restring the downed power line, but

also had to repair the equipment that holds the power line in place.

STATE

Camano rep named House whip

State Sen. Barbara Bailey (R-Oak Harbor) and Rep. Dave Hayes (R-Camano) have both been elected to be whips in their respective caucuses. Bailey and Hayes were also both reelected this month.

The new positions mean they will be part of the leadership teams for their respective caucuses. It's an achievement for Bailey, who's still in her first term. She'll be the majority whip, the fourth-highest position in the Senate Republican caucus.

Whips work to gather votes in the party and ensure that caucus members are there for floor votes. They are considered to be the party's enforcers. Frank

Underwood in House of Cards, for example, starts out as the majority whip in the U.S. House; Bailey and Hayes, however, are expected to use very different tactics.

"It is so important that legislators are present and ready to vote," Bailey said. "The coming legislative session will present many challenges that will shape the future of our state. That work can't be fully realized unless we are all engaged."

Bailey said she will also continue to work on critical policy issues, such as higher education, health care and the budget.

Hayes was elected Monday as the whip in the House Republican House. Hayes, who begins his third term in January, previously served as assistant whip and is also the current assistant ranking Republican on the House Public Safety Committee.

"This will also put me in a position to provide a stronger voice at the leadership table for the citizens I represent in the

10th Legislative District, as we tackle major issues such as education funding, the state budget, public safety, transportation and more," he said.

LANGLEY

Sharps containers coming to Langley

Two sharps containers will be placed in Langley's visitor center restrooms at the behest of Langley Police Chief David Marks.

Sharps containers are used for the safe disposal of needles.

Public Works Director Stan Berryman said at a Nov. 21 city council meeting that the containers are inexpensive and that more could be ordered and placed in other public restrooms such as at City Hall.

Police Chief David Marks said on Nov. 21 that police had found only one more heroin needle since a Nov. 7 meeting.



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1

CASE

CONTINUED FROM A1

The case is an active investigation and police declined to go into details or publicly name suspects. Department spokesman Detective Ed Wallace did confirm the sheriff's office has been working the case since July and that it may be looking at more than one person.

"There is potentially more than one suspect," said Wallace, in an interview with *The Record* this week.

He also confirmed that several search warrants were recently issued; attempts to secure the public documents by press time were unsuccessful.

According to school leaders knowledgeable about the case, suspicions about booster club finances began late last year. The club, which functions primarily as a private fundraising arm for school sports teams, is an autonomous non-profit

parent organization but partners with the district, and a school official typically attends monthly meetings.

Last year, monthly financial statements stopped being passed out. High school Principal John Patton said he inquired about them several times but received what he described as "evasive" responses. Once he was told that the organization wasn't required to supply such information as it's not a public entity, and another time that the club would only do so if the school district supplied its own athletic club budget.

Patton said he immediately agreed to do so, as school budgets are public records, but that his requests for financial statements were continually denied. His sus-

picious peaked when club officials later reported that money was stolen from a car.

"Some things really didn't line up," he said.

The lack of documentation and a communicated wish from the old board to step down resulted in a transition in club leadership this spring.

Patton received a few additional records and turned them over to the sheriff's office.

Just how much money is unaccounted for is unclear due to a lack of "checks and balances" such as receipts or financial statements, but Patton said from what he'd seen that it could be a significant amount.

"It could very easily be in the tens of thousands of dollars, but I'm no audit expert," Patton said.

Wallace said he could

not confirm the monetary amount, that the detective leading the investigation is working to establish that now. Also unclear is just how long any theft of organization funds may have been going on.

Patton said records suggest it was at least one year, but that it could have been two or three. That something was amiss was especially evident last year, he said; it was the first time in recent memory that the organization did not give out student athletic scholarships.

"They (club leaders) said they didn't make enough money that year for scholarships," he said.

Wallace couldn't say when the department would wrap up its case, but that once the investigation is complete and if foul play was discovered it would forward a recommendation to the Island County Prosecutor's Office to file charges.

Messages left at the home of the club's current president requesting comment were not returned.

RESULTS

CONTINUED FROM A1

County — 23,151 votes in all — while her challenger, Oak Harbor Democrat Angie Homola, took home 45.58 percent — 19,391 votes. Bailey did even better district wide, earning 56.7 percent to Homola's 43.3 percent; the district includes parts of Skagit and Snohomish counties.

Price Johnson, a Clinton Democrat, was elected to another four years as the District 1 county commissioner with a strong win over Coupeville Republican Gary Wray. Price Johnson received 55.26 percent of the vote to Wray's 44.74 percent. Similarly, Johnson, the incumbent Oak Harbor Republican vying for the District 2 seat, won a decisive victory over Oak Harbor Democrat John Fowkes with Johnson taking 60.98 percent of the vote. Fowkes received 39.02 percent.

In other races, 10th Legislative District House of Representative incumbents Norma Smith and Dave Hayes, both Republicans, secured additional terms as well. Smith claimed a whopping 72.51 percent of the vote in Island County — 71.95 district wide — over Libertarian challenger Michael Scott. Hayes also handily defeated his challenger, Democrat Doris Brevoort, with 57.05 percent of the vote in the county and 59.08 district wide.

In federal politics, Rick Larsen won another term in Congress. The Second Congressional District Democrat earned 58.14 percent of the vote in Island County and 64.02 percent district wide over Republican Marc Hennemann.

Finally, in the race for U.S. president, Republican Donald Trump secured the White House with the electoral college. Island County voters, however, cast more votes for his challenger, Democrat Hillary Clinton. She claimed 48.89 percent of the vote — 20,960 votes in all — to Trump's 43.07 percent — 18,465 votes.

Broken down by areas, Trump won all but one precinct in Oak Harbor and North Whidbey while Clinton won every precinct on South Whidbey. Central Whidbey largely supported Clinton with just one of the six districts going to Trump. He did better on Camano, winning seven of the 11 voter precincts.

Statewide Clinton earned 54.3 percent of the vote to Trump's 38.07.



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whether to investigate a complaint against two Island County Public Health employees.

In addition, Gov. Jay Inslee may or may not be considering a request for a meeting with a coalition of groups concerned about impacts of Navy training operations in the state.

Whidbey anti-jet-noise group Citizens of Ebey's Reserve, or COER, filed a complaint with the state Board of Health alleging that county Public Health Director Keith Higman and Health Officer Brad Thomas have been derelict in their duty to carry out laws and regulations concerning public health.

Ken Pickard, a member of COER, said the group's complaint is nearly unprecedented in the state. A state law allows any person to file a complaint with the state board concerning the failure of a local health officer or administrative officer to follow public health laws.

COER members approached the county's Board of Health several times asking for a study and other actions related to the noise caused by the Navy's EA-18G Growler aircraft, which practices carrier landing at the Outlying Field near Coupeville.



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Atlantic, Attn: Code EV21/SS
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On the ___ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public

WELLS: Town testing water sources near OLF for fire contaminants

From page 1

ate and vigilant in obtaining all the information we can to confirm that the Town's water supply meets or exceeds all applicable public drinking water supply standards."

The state Department of Health will assist with the testing and samples will be sent to a lab in Spokane. Results are expected in early December.

Exposure to the chemicals

over time has been linked to adverse health effects, including cancer and developmental problems, the EPA reports. The Navy will provide alternate drinking water for residents if the chemicals in the water are found to exceed the EPA lifetime health advisory levels, Navy officials reported.

The Navy welcomes the additional testing. "The Navy is aware of and supports the town of Coupeville initiative to conduct its own testing," said Capt. Geoffrey Moore, commanding officer of Naval Air Station Whidbey Island, "and we will be ready to help evaluate and address any findings that the town finds as we collaborate on this project."

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Merchant recovering after scaffold fall

By RON NEWBERRY
rnewberry@whidbeynewsgroup.com

A Coupeville merchant is recovering after passing out and falling from scaffolding along Front Street in Coupeville last week.

Larry Vail, who owns the Vail Wine Shop along with his wife Patsy, passed out while standing on scaffolding in front of his shop and landed on his head Nov. 3.

He was unresponsive and not

breathing when units were dispatched to a CPR in progress, according to Capt. Jerry Helm of Central Whidbey Fire & Rescue.

Deputy Bo Miller with the Coupeville Marshal's office arrived first, hooked up his automated external defibrillator device, or AED, and delivered a shock before paramedics from WhidbeyHealth Medical Center arrived, according to Coupeville Marshal Chris Garden.

WhidbeyHealth paramedics arrived and started IV's and an airway tube, Helm said.

Vail was transported with a pulse to WhidbeyHealth then airlifted to an off-island hospital.

"It looks like he had a heart problem, collapsed and fell from the scaffold," Garden said.

Garden had heard that Vail was doing well in his recovery, which was confirmed by Vail's wife Tuesday.

BARN: New status boosts eligibility for grants

From page 1

their preservation in mind.

The Sheep Barn represents an era in the early 1900s when raising sheep was expanding in the region and the Pratt sheep were a common sight on the prairie as well as along the bluff itself.

Lena Pratt, Frank's wife, was particularly fond of them.

"It is really the Pratt estate that is being honored

here and the legacy of the Pratts," Goodall said.

The barn restoration was done by volunteers from different parts of the country as well as help from Ron Hanson, who lives in the historic Pratt home that overlooks the prairie.

The workers repaired siding, cleared vegetation, reconstructed the feed troughs, cleaned out a sistrin and replaced the flooring. The rotted bottoms of shed posts had to be cut away and re-

placed by concrete footers.

The barn is the only structure that exists on the Nature Conservancy's Robert Y. Pratt Preserve named after Frank Pratt's son.

Coupeville residents and hikers who visit know it as part of the bluff landscape, nestled against the woods in the corner of the prairie a stone's throw from hiking trails.

"In all the photos from the bluff and down there, you see the sheep barn," said Paul Bishop. "If it were missing, it would be a different landscape."

Since it is located next to farmland that is leased, the public is asked to appreciate the barn from a distance.

"The tough question about all of these buildings is, 'What is their future?'" Goodall said. "Are we going to be selfish and not leave something for someone in the future? That's the question that haunts me all the time. We are pioneers for preservation for this place. What we do now sets the pattern for the future from here on out."



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HONORED: Helping students build life skills

From page 1

program that started sounding familiar.

"It was kind of an awakening moment," he said.

Luvera was humbled by the award, but also deflected credit to Bishop, the support he gets from the Coupeville School District, and staff at the Island County Juvenile Detention Center, a nationally recognized program of excellence by the National Partnership for Juvenile Services, the foremost authority in the field of juvenile justice.

On any given day, Luvera

spends his day working with up to 10 middle school and high school aged students from all over Island County who spend anywhere from one day to more than a month at the detention center.

Luvera and Bishop work to keep students current with assignments, provide life skills and help them transition back to their communities.

In the afternoon, work includes building resumes and cover letters and doing mock interviews, among other life skills.

"I was there one time when they were refurbishing

furniture," said school board president Kathleen Anderson.

"All of these students get food handlers' permits. He helps them study so they can get food handlers so that if they choose not to go back to school and are old enough, maybe they have some skills where they can get a job."

Anderson called Luvera's work "heart-driven.

"It's not a job," she said. "I think it's his mission. It's his life drive to help young people to succeed and these students need this kind of help.

"John and Aimee care

very deeply about these students that they're working with. They are students. And they are our students."

The award recognizes an educator "for exemplary service to the field of Juvenile Education and a career of dedication to students."

Merwine said she was glad Luvera didn't go far.

"He's such a compassionate person," Merwine said. "It was very sad to lose him. But I also had to think about the greater good as far as the district. We had such a need in this county working with juveniles."

OBITUARY



Ramsey

Emily J. Ramsey

April 8, 1935-
Nov. 15, 2016

After a lengthy period of ill health, Emily J. Ramsey (Rizzo), a longtime resident of Coupeville, Wash., passed away surrounded by her loved ones.

Emily was born in Fitchburg, Mass., to Fred Ernest and Lena Elizabeth Ramsey.

She is survived by her husband and beloved dancing partner of 29 years, Sal Rizzo; daughters Ivy, Tracie and DeeDee; grandchildren, Mara, Brianna, Laura, Daniel, James and Amanda; and siblings Nancy, Fred, Ellen and Barry.

She was predeceased by a son, James Cobban, and sister, Betty Lou.

She was a positive grassroots activist with a finger on the pulse of many organizations, lending her considerable intellect, energy, vitality and passion to the sustainability and preservation of the planet, access to quality education, literacy, the arts and availability of health care and awareness of mental health issues. She was devoted to the empowerment of all people, and especially for women.

Emily was a long-time member of the League of Women Voters of Whidbey Island, acting as co-president for several years, and

was a founding member of Small Miracles, Coupeville's Medical Support Fund which helps cover medical costs for those in need.

Emily was an invaluable part of Coupeville's culture, serving as president for a period of time of Coupeville Arts Center (now known as Pacific Northwest Art School), starting the annual Auction for the Arts. She taught ceramic arts to youth through the Arts Center, and also taught art to third-graders at Coupeville Elementary School. She taught adult art journaling workshops. She worked for Sno-Isle Library, Coupeville branch, serving as president of Friends of the Library, and was the program's chair for many events, including the committee to build the new library.

Emily was instrumental in Island County Historical Society's fundraising for the new building and oversight of the new construction. She and her husband were active members of the Coupeville Festival Association and Emily was a founder of the Artist in Action program. She also led the program "Together We Can" and served as board member and shareholder of the newly formed Coupeville Examiner.

As an elected Town Council member for Coupeville, she was actively involved with various design and historic preservation committees, and she successfully implemented an Intergency Council of Governments.

An open house acknowledging Emily's beautiful and generous spirit was held Sunday, Nov. 20 at Wallin Funeral Home in Oak Harbor.

In lieu of flowers, contributions may be made to any of the activities and organizations she loved so much.



TOWN OF COUPEVILLE PLANNING COMMISSION WORKSHOP AGENDA

Island County
Hearing Room
Tuesday,
December 6, 2016
6:00 pm

CALL TO ORDER

PLEDGE OF ALLEGIANCE

DISCUSSION

Draft amendments to Chapter 16.28 CTC, Signs, to update and clarify standards and to respond to case law

AUDIENCE INPUT - See NOTE

ADJOURNMENT

NOTE: Audience Input - This is time set aside for members of the public to speak to the Commission about subjects of concern or interest, or items not already set aside for a public hearing. Questions presented may not be answered immediately if all information is not available, but will be responded to as soon as possible. To ensure your comments are recorded properly, you need to state your name and address clearly into the microphone. Please limit your comments to 5 minutes. Input requiring more lengthy comment is best submitted in writing.

BUDGET: Town approves 2017 draft

From page 1

ment.

Insurance premium costs went up 5 percent, an expense the town covers, and the town also added a secondary insurance provider option for employees.

The 2017 budget reflects anticipated capital projects,

including \$75,000 set aside for work on Front Street storm water to help mitigate ongoing erosion problems.

"When our engineer is hired he will be asked to prepare a design and construction budget so we can have a better idea of the total cost of this project," Hughes said.

Funds are also delegated

for street work, improvements to the municipal parking lot and construction of a new restroom at the Community Green.

"We have applied for grants to complete this work," Hughes said. "If we are not successful in our application, these projects will not be completed."



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State of: _____

County of: _____

On the ____ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public

Town also plans to test wells

By JESSIE STENSLAND
jstensland@whidbeynewsgroup.com

Both the Town of Coupeville and Navy will test the town's wells for a chemical that may be hazardous to people's health.

The Navy announced last month that it will be testing water in wells around the Ault Field base and Outlying Field Coupeville for the presence of a compound found in firefighting foam.

Earlier this year the Environmental Protection Agency set a lifetime health advisory level for the first time on the compounds, perfluorooctanoic acid and perfluorooctane sulfonate.

Officials said town wells will likely be tested because of their proximity to OLF Coupeville.

Mayor Molly Hughes announced this week that the town will also do its own, independent testing of four town water supply wells located at the Keystone and Fort Casey well fields.

Navy officials said they had no record of firefighting foam being used at OLF Coupeville. A test of well water at the field did, however, detect the chemical, but in an amount below the advisory level, according to Navy officials.

Hughes said in a press release that

independent testing seemed prudent. "At this time we have no reason to be concerned for the safety of the town's water," she wrote in the release, "but we must be deliberate and vigilant in obtaining all the information we can to confirm that the Town's water supply meets or exceeds all applicable public drinking water supply standards."

The state Department of Health will assist with the testing and samples will be sent to a lab in Spokane. Results are expected in early December.

Exposure to the chemicals over time has been linked to adverse health effects, including cancer and developmental problems, the EPA reports.

The Navy will provide alternate drinking water for residents if the chemicals in the water are found to exceed the EPA lifetime health advisory levels, Navy officials reported.

"The Navy is aware of and supports the town of Coupeville initiative to conduct its own testing," said Capt. Geoffrey Moore, commanding officer for Naval Air Station Whidbey Island, "and we will be ready to help evaluate and address any findings that the town finds as we collaborate on this project."

CHURCH NOTES

■ **ST. STEPHEN'S EPISCOPAL CHURCH** will host a workshop entitled "Discovering and Developing Your Personal Mission in Life," presented by Thomas F. Johnson. Johnson is a former president of the University of Sioux Falls (South Dakota) and retired Presbyterian minister who has given talks on leadership and living "on purpose" to many organizations nationwide. The workshop is 9:30-11:30 a.m. Saturday, Nov. 12 at the church located at 555 SE Regatta Drive, Oak Harbor. For more information, call 360-279-0715.

■ The community is invited to a fundraising breakfast and annual holiday bazaar for **OAK HARBOR CHRISTIAN SCHOOL**. The breakfast is 8-10:30 a.m. Nov. 19 at The First Reformed Church. Tickets to the breakfast will be available from Oak Harbor Christian School staff or in the school office beginning Nov. 2. The Annual Christmas Vendors' Bazaar is 10 a.m. to 3 p.m. Dec. 3 at the school. Vendor applications are now being accepted.

■ The public is invited to a free **CHRISTMAS PRESENTATION** at 11 a.m. on Sunday, Dec. 18 at the Coupeville United Methodist Church. The church choir will perform selections from Handel's Messiah, including soloists,

harpichord and musicians from the Saratoga Orchestra on strings, trumpet and tympani. The presentation will be the focus of the church's traditional worship service that Sunday. The Messiah is George Frideric Handel's best-known oratorio, written by the English composer in 1741 and completed in just 24 days. The presentation will include what is commonly referred to as "the Christmas portion" of the large work. This selection includes songs about Isaiah's prophecy of salvation, the coming judgment, the prophecy of Christ's birth, the annunciation to the Shepherds, and Christ's healing and redemption. The Coupeville Methodist Church choir is composed of more than 30 voices of all ages. Soloists for the Messiah presentation include choir members Jennifer Palmer (Soprano), Dinah Majure (Alto), Robert Majure (Baritone), as well as Tenor Jerry Cook from Phoenix, Ariz. The Messiah will be conducted by Teresa Ellis, Music Director for the church. More information can be found on the church website at www.coupevilleumc.com

■ Family Bible Church will host a women's **BIBLE STUDY FELLOWSHIP**, an interdenominational study of the Gospel of John. The group meets 9:30-11:30 a.m. each Tuesday. Call Bonnie Wilson at 360-720-2066 for more information.

Coupeville man sentenced to 8 months for burglary, assault

By JESSIE STENSLAND
jstensland@whidbeynewsgroup.com

A man who broke a Greenbank man's back during a burglary last year was recently sent to prison, according to court documents.

Paul Schmakeit, 21, pleaded guilty in Island County Superior Court Sept. 26 to residential burglary and assault in the second degree.

Under the terms of a plea bargain, both the prosecution and defense recommended an exceptional sentence of a year and eight months in prison. The judge agreed and imposed the sentence Oct. 28.

Schmakeit was burglarizing the home — allegedly

to steal marijuana — when the homeowner caught him and went after him with a shovel July 27, 2015.

Schmakeit tackled the man to the ground, landing on top of him, the deputy's report states. The fall broke the man's back, but he continued fighting with the younger man until Schmakeit fled into a woods.

The man was unable to move or feel his legs and was on his back for about


five hours until a friend rescued him and called the police. He suffered from a prior back injury and was left paralyzed by the assault, according to the report.

Schmakeit was later arrested by Canadian authorities at the Sumas border after trying to avoid a customs inspection by speeding away while armed with a handgun, according to the report by Detective James Scott.



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CITY OF OAK HARBOR
Regular City Council Meeting Agenda

The Oak Harbor City Council Regular Meeting will be held on **Tuesday, November 15, 2016 at 6:00 p.m.** at City Hall in the Council Chambers located at 865 SE Barrington Drive, Oak Harbor, WA 98277.

To view the Regular City Council Agenda and Council Packet, please visit our website at: www.oakharbor.org. On the Home page, select to the desired meeting date on the City Calendar. These records will be available by 5:00 p.m. the Friday preceding every Regular City Council Meeting.

If you have any questions or concerns, please contact the City Clerk at athompson@oakharbor.org or 360-279-4539.



THE NAVY HAS ISSUED A NOTICE OF AVAILABILITY FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR EA-18G GROWLER AIRFIELD OPERATIONS AT NAVAL AIR STATION WHIDBEY ISLAND COMPLEX. YOU ARE INVITED TO OPEN HOUSE PUBLIC MEETINGS TO SUBMIT COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT.

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Naval Facilities Engineering Command (NAVFAC)
Atlantic, Attn: Code EV21/SS
6506 Hampton Blvd., Norfolk, VA 23508

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LONELY ELK

CONTINUED FROM A1

"I hear it all the time," Downes said.

"The common thought process is, 'You need to get him some company, or if you're not going to give him some company, you need to get him to where he belongs. It's not fair to leave him alone.'"

"I think, legitimately, the department considered that for about 35 seconds and realized we certainly aren't going to bring him company," said Downes.

Such a move would certainly bring greater responsibility for the actions of

Bruiser — the name given to the lonely elk by protective Strawberry Point residents — as well as any possible mate or offspring.

"Bruiser made it all the way over here all by himself," said Downes, who's long theorized he swam across Skagit Bay, breaking off from a sizable herd in the Skagit Valley.

"Yes, he is wild, and by the nature of the (hunting) seasons, he's protected (on Whidbey)," Downes said.

"If the department were to import elk to keep him company, then we would

be directly responsible for anything those elk might do."

One of the concerns is potential crop damage, Downes said.

Elk haven't roamed Whidbey since the early 1900s, according to Downes. Bruiser's arrival is curious as is his interest in remaining on the island.

"I think it's real clear to him that he knows it's a helluva swim," Downes said.

"For whatever reason, he doesn't want to do it."

Elk are powerful swimmers, Downes said, noting it could be the mud in the shallows that's stopping him.

"If it was merely a case of swimming across the Columbia River to get to the other side, I think he would've swam a long time ago."

For now, Bruiser appears to be content to graze on what's available and in getting ready to hunker down for the winter.

He lost about 100 pounds in recent months, which isn't unusual during the rut season. He remains a healthy specimen, weighing in at about 600 pounds, Downes said.

Hunting elk is illegal on

Whidbey, but there's been no protection from people using questionable tactics to lure the elk for a closer look.

Residents around Strawberry Point reported hearing artificial cow calls and observed the elk's associated behavior, Downes said.

Downes said he understands why people might want to catch a glimpse of the elk, but not their methods that put unnecessary stress on the animal.

"It just adds insult to injury," he said.

For four years, the elk has lived on Whidbey's north end without any significant disruption to people, aside from tangling with the occasional five-gallon bucket or yard ornament.

It's this time of year, after the rut period, that it tends to take out a few final frustrations on inanimate objects, Downes said.

"It's during the next couple of months that it sheds its antlers that I expect him potentially to chase down a couple of yard gnomes," Downes said.

OBITUARY

William A. Clark

William A. Clark, Col. USAF Ret., passed away on Tuesday, Nov. 8, 2016 in Seattle, Wash.

A vigil service/rosary will be held at 7 p.m.

Thursday, Nov. 17 at St. Mary Catholic Church in Coupeville.

A funeral mass will be celebrated at 10 a.m. on Friday, Nov. 18 at St. Mary.

Wallin Funeral Home & Cremation
1811 NE 16th Ave Oak Harbor, WA
360-675-3447



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NEW WHIPS

CONTINUED FROM A1

It's an especially remarkable achievement for Bailey, who's still in her first term.

Bailey will be the majority whip, the fourth-highest position in the Senate Republican caucus.

Whips work to gather votes in the party and ensure that caucus members are there for floor

votes.

They are considered to be the party's enforcers. Frank Underwood in the TV series "House of Cards," for example, starts out as the majority whip in the U.S. House; Bailey and Hayes, however, are expected to use very different tactics.

"It is so important that legislators are present and ready to vote," Bailey said.

"The coming legislative session will present many challenges that will shape the future of our state."

"That work can't be fully realized unless we are all engaged."

Bailey said she will also continue to work on critical policy issues, such as higher education, health care and the budget.

Hayes was elected Monday as the whip in the Republican House caucus.

Hayes, who begins his third term in January, previously served as assis-

tant whip and is also the current assistant ranking Republican on the House Public Safety Committee.

"This will also put me in a position to provide a stronger voice at the leadership

table for the citizens I represent in the 10th Legislative District as we tackle major issues such as education funding, the state budget, public safety, transportation and more," he said.

SHOOTING

CONTINUED FROM A1

Witnesses said Willey became aggressive and struck the neighbor with his car, knocking him down and injuring him, Detective Ed Wallace said.

The man feared that Willey was going to try to run him over and fired a shot with a handgun at the driver's door. The bullet went through the door and struck Willey, Wallace said.

The neighbor may have also fired warning shots, but the investigation into the details is ongoing, according to Wallace.

Willey was airlifted to Harborview Medical Center in Seattle for treatment of non-life-threatening injuries. He was expected to be released today.

Wallace said it was too early in the investigation to determine if anyone might be arrested in connection with the shooting.

Willey is the son of Betty Tews, an elderly woman who went missing in June

of 2011 and was never found. He lives in her home on Sonic Road.

Tews' other son, Raymond Willey, was named as a suspect in her disappearance. He left town after the police learned that she was missing; he has since died in California.

Marvin Willey reported to police in June of 2015 that he heard mysterious noises in the attic and crawl space of his mother's house. He was so scared he armed himself and called police, according to court papers.

Deputies didn't find anything mysterious in the house, but they later arrested Willey for unlawful possession of a firearm in the second degree. The officers discovered that Willey is a convicted felon out of South Carolina, which disqualified him from owning a firearm. Court documents show that he was convicted in federal court of bank embezzlement in 1979 and was sentenced to six months in prison.

Willey's criminal history also includes arrests for criminal trespass and drug possession.

TV SPOTLIGHT Nov. 30 - Dec. 2, 2016

Table with columns for time slots (6 PM to 11:30) and rows for TV channels and programs for Monday, November 30, Wednesday, and Thursday evening.

Table with columns for time slots (6 PM to 11:30) and rows for TV channels and programs for Friday and Saturday evening.

Table with columns for time slots (6 PM to 11:30) and rows for TV channels and programs for Sunday evening.



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Rape suspect's bail raised after alleged request to contact victim

By JESSIE STENSLAND
jstensland@whidbeynewsgr.com

A suspected child rapist's bail was increased to \$250,000 last week after he allegedly violated a court order by asking his wife to contact the young victim, court documents state.

A deputy prosecutor is still hoping to get the man's bail revoked altogether.

Prosecutors charged Oak Harbor resident George S. Agustin, 62, in Island County Superior Court Nov. 23 with rape of a child in the first degree, indecent liberties and two counts of communicating with a minor for immoral purposes. All were charged as domestic-violence crimes.

In an interview with police, the child reported that Agustin raped her at an Oak Harbor home when she was 8 years old, according to the police report. She also claimed he touched her in a sexual manner more than once, repeatedly offered her money for sex and told her not to tell anyone about the assaults, the report states.

Agustin spoke to investigators and

denied all of the accusations.

A judge originally set Agustin's bail at \$50,000 and issued a domestic-violence no-contact order that barred Agustin from contacting the victim, to include third-party contact.

In a call from the Island County jail Nov. 22, Agustin repeatedly asks his wife to talk to someone else — the name is unintelligible — and tell that person or persons to “drop the case.”

He goes on to repeatedly ask her to tell them to “drop it” and his wife agrees, according to a police report.

Calls that inmates make from the jail are recorded.

The prosecutor's office asked a judge on Nov. 23 to revoke Agustin's bail altogether. Judge Alan Hancock increased Agustin's bail to \$250,000 and set a hearing to consider the revocation of bail for Monday.

On Monday, however, the defense attorney said in court that he hadn't received the recording or paperwork associated with the case.

As a result, the hearing was set over to next Monday, to coincide with arraignment.

Man who videotaped rape sent to prison

By JESSIE STENSLAND
jstensland@whidbeynewsgr.com

A 25-year-old Langley man who videotaped himself raping an unconscious woman at a party last year was recently sentenced to a lengthy prison term.

Timothy Greene pleaded guilty in Island County Superior Court Sept. 30 to second-degree rape and voyeurism. As part of a plea bargain, both the prosecutor and defense attorney recommended an indeterminate sentence of 10 years to life.

Judge Alan Hancock agreed and imposed the sentence last month.

A long list of family, friends and community members wrote letters vouching for Greene's character and many spoke in court on his behalf. His supporters said he is a good person and that his actions in the case were a one-time mistake made under the influence of alcohol and marijuana and

completely out of character.

One of the letters stated that the victim was partly responsible for being raped.

Greene apologized for his actions and wrote to the judge that he wants to get help. His supporters asked Hancock for leniency.

The prosecutor, however, said the crime was not a one-time occurrence.

Chief Criminal Deputy Prosecutor Eric Ohme explained in an interview that the investigation uncovered video Greene made of himself having sex with a former girlfriend, without her knowledge and consent. He was charged with the voyeurism count because of the video.

Some of the videos may be considered child pornography since Greene started dating the girl when she was 14 and he was 20 years old, Ohme said. Third degree rape of a child occurs when there is sexual intercourse between a minor who is 14 or 15 and a defendant who is at least four years older than the minor.

In addition, the detective found other images of suspected child porn, “upskirt” video Greene

allegedly took of women in public and video of him trying to hide his camera in a bathroom, according to the prosecutor.

Ohme said he agreed not to file additional rape, child porn or voyeurism charges as part of the plea bargain.

The pre-sentence investigation by the Department of Corrections indicates a “lingering discrepancy” about whether Greene may have surreptitiously given the victim a narcotic to render her unconscious. The victim told detectives that she suspected she had been drugged since she passed out after drinking a relatively small amount. In addition, a polygraph exam indicated deception when Green answered “no” to the question, “Have you ever intentionally gotten someone drunk or medicated in order to take advantage of them sexually?”

Greene will have to register as a sex offender for life.

The victim had no recollection of the rape and only found out about it after Greene lost a flash drive in a friend's yard, which a friend found and gave to her. The flash drive contained a video of Greene raping the unconscious woman with his finger.



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CITY OF OAK HARBOR
Regular City Council Meeting Agenda

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NAS Whidbey is more important than ever to national security, Brown said. The electronic warfare performed by Growlers is vital to other aircraft and troops.

“They lead the way and allow other aircraft to do their mission,” he said.

THE DEPARTMENT of Defense is studying a couple of possible technological solutions to Growler noise, Brown said, but the EIS isn't able to take those into account. One is software to help pilots make the difficult aircraft carrier landings. The other is a “chevron” to quiet the engine.

The draft EIS breaks up the potential impacts into different scenarios and sub-scenarios, including a no-action alternative.

It presents three alternatives for the number of Growlers dedicated to fleet squadrons as opposed to expeditionary squadrons. A greater number of the aircraft in fleet squadrons — which are aircraft-carrier based — means more carrier landing practice, while expeditionary squadrons don't need to practice the operation, Brown explained.

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Notary Public

Arts Festival Giving Back program awards \$33,000 in grants

BY BRIANA ALZOLA
American staff writer

Fostering an early love of writing, using art to get through hard times and choosing new public art for the community to enjoy were focuses of this year's Anacortes Arts Festival Giving Back program.

Each year, the Arts Festival uses its net profit to award grant money to several area groups. This year, it will hand out about \$33,000. It is also anticipating donating \$9,000 to the Cultural Education Program, \$12,000 to public art purchases and \$6,000 to the Local Artists in the Schools program, bringing giving for the year up to about \$55,000.

The festival received 28 grant applications totaling \$108,665 requested, festival Director Meredith McIlmoyle said.

Most of the money handed out goes to programs on Fidalgo Island or that directly benefit people here. A Giving Back committee reviews all grant applications, she said. The festival is interested in helping new programs get going, and there are other groups that rely on the funding each year. The committee focuses on creating a mix of the two, she said.

A majority of the



FILE PHOTO

The Buskerfest event in August is one of the programs being provided with an Anacortes Arts Festival grant this year.

money goes to programs that helps students and children, said Rita James, with the festival. The grant program started as a scholarship program but the festival realized it could make a bigger impact for more kids by supporting programs in the community, she said.

In 2016, the festival handed out \$42,350 in grants. That number was \$39,974 in 2015 and

\$49,000 in 2014 (which includes cultural education support).

The amount is less this year because the board decided to invest some of the money it made last year into the festival itself, McIlmoyle said. In April, there will be a spring arts festival featuring about 40 booth artisans, two weeks of fundraising events and cultural outreach.

Some money is need-

ed to get the new events going, but after they are up and running, they should bring in even more money to be given to the Anacortes School District and other programs, McIlmoyle said. The money for the public art purchases come from the two runs the Arts Festival holds — the annual Color Run (coming up April 22) and the Arts Dash the weekend of the festival. That piece should be chosen and purchased next month, McIlmoyle said.

The biggest grant this year was given to the Anacortes Family Center for its art therapy program. The program started in 2015 with a \$2,000 grant from the Arts Festival. It continued to grow and in 2016, the festival gave the program \$5,000. The program has continued to grow and has had great success with the kids living at the center, McIlmoyle said.

"This program is valuable and important," she said. "It's great we can give them so much money."

The festival also gave \$2,015 to the Young Authors program in the Anacortes School District. The program is run by volunteers. There is a coordinator at each elementary school who teaches writing, recruits writing coaches and facili-

tates workshop. The program has been going for six years but up until now, only two students from each class have been able to participate, according to the grant application. The expanded program would open that up to any student who wants to participate. Students learn writing skills and hands-on instruction in book-binding and illustration. Participants are able to attend the Young Authors Conference at Skagit Valley College in the spring.

Every student leaves the program with a bound, illustrated piece of writing. The grant money from the festival will go to help pay for artist workshops, student materials, scholarships, teachers and transportation to and from the conference.

The festival also is giving \$1,000 to the new Madrona Grove Sculpture Park. The sculpture park is a new project being put together by the Anacortes Arts Commission. The park should be installed later this year.

The money will go to commission an artist to create a site-specific installation featuring silk panels.

The festival also gave \$1,000 to the Friends of Anacortes Public Library for the library's next genre night. Its Harry Potter night in 2016

brought in more than 700 people. The library hasn't set its next genre but McIlmoyle said the giving committee recognized what a great service the activities are for the community.

Other grants include:
• \$3,500 for art programs at the Anacortes Boys & Girls Club.
• \$1,000 for music at the Anacortes Farmers Market.

• \$1,000 for the Buskerfest through Anacortes Parks & Recreation.
• \$1,500 for lights for the Anacortes High School film program.

• \$1,425 for a kiln at Island View Elementary School. The other half of the money for the kiln will come from the Anacortes Noon Rotary Club.

• \$2,000 will go to the Fidalgo DanceWorks for an upcoming production.

• \$3,350 will go to the Fidalgo Island Quilters for its elementary school quilting programs.

• \$5,000 to the Museum of Northwest Art for its MoNA Link program.

• \$2,000 for instrument collection and a headliner concert through the Seahawk Music Boosters.

• \$1,000 for a St. Patrick's Eve event through the Skagit River Poetry Foundation.

• \$250 for ukulele repair through Fidalgo Elementary School.

Orcas

Continued from page A1

toxic pollution, climate change and diminishing food supply," Orca Relief said.

Friedman, who is part owner of Maya's Legacy Whale Watching in Friday Harbor, called the proposal "a complete distraction" from threats to the whales, specifically a decreasing food supply. The proposal does nothing to put more fish in the water, he said.

The petition cites findings by NOAA Fisheries that even if Southern Residents only use the protected area part of the time, protected areas reduce the frequency of exposure to certain threats and diminish the overall cumulative impact of other threats.

The proposed protection zone would be 3/4 mile wide with a 1/4-mile-wide protection buffer from Mitchell Point to the north and Cattle Pass to the south on San Juan Island. Currently there is a 1/4 mile voluntary whale protection zone in the area.

"Petitioners regard the added size with a buffer necessary to give the (orcas) more quiet and rest even when vessels are near the bound-



CONTRIBUTED / NOAA

This graphic shows a proposed 3/4-mile-wide whale protection zone in orange with a 1/4-mile-wide protection buff in yellow along the west side of San Juan Island. The red area is the existing 1/4-mile voluntary whale protection zone.

ary of the zone," the petition states.

The area is similar to, but wider and longer than an area proposed by NOAA Fisheries in 2010.

That protection zone was part of a package of vessel regulations to protect the whales, according to NOAA. The agency adopted vessel traffic regulations in 2011 requiring boats stay 200 yards from the whales and out of their path, but it did not finalize a protected zone in light of strong opposition at the time.

"To be effective, regulations require a degree

of public acceptance, and we did not see sufficient support for a protected area in 2011," Lynne Barre, NOAA Fisheries recovery coordinator for the whales, said in the news release. "The petition presents an opportunity to revisit that idea and get input from the public on this type of protection for the whales."

Nathan Brandow, Blackfish Tours owner, said Orca Relief Citizens' Alliance is a "politicized entity" rather than one based on science.

"Orca Relief — I'm looking for a nice word

Submit comments

Go to www.regulations.gov/docket?D=NOAA-NMFS-2016-0152, or mail or hand-deliver them to Lynne Barre, NMFS West Coast Region, 7600 Sand Point Way NE., Seattle, WA 98115. Comments must be received by April 13. For more information, contact Lynne Barre at 206-526-4745.

for this — is not very credible," Brandow said.

Owners of Mystic Sea Charters, which also operates whale watching tours out of Anacortes, did not return requests

for comment by press time.

Island Adventures deferred questions to Friedman, who said the proposal will take time and resources away that

will have meaningful impact for the whales' recovery.

Brandow also added that the petition distracts from the focus that legislation is needed to help the whales, most specifically for the recovery of food resources.

"That's going to be the most meaningful thing we can do for these animals," he said.

According to the petition, Fisheries can implement the management step "relatively quickly and inexpensively."

advice from the experts...

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THE COMMENT PERIOD WILL NOW CONCLUDE ON FEBRUARY 24.

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

All comments must be postmarked or received online no later than February 24, 2017.

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Notary Public

Local Democratic party elects new leadership

By David Turnoy,
Chairman San Juan County Democrats

The San Juan County Democrats held its biennial reorganization meeting on Saturday, Jan. 14 in Friday Harbor. Many of our precinct committee officers had been elected in the primary last August, and they were responsible last week for electing our new officers for 2017-18. David Dehlendorf had served as chair for the past three years, and he did an excellent job building up the number of participants in our local party.

I ran for the chair position

unopposed, and not unsurprisingly I was elected. My main reason for running was to try to improve the world we are leaving to our children and grandchildren, which requires a more progressive path for the Democrats.

It is clear that the time has come for a new direction in the Democratic party. Many people no longer see us as the party of the people, which is what we aim to be. It is clear from the caucuses last year that our locals who consider themselves Democrats and came out to participate also favor a more progressive direction. To

that end, we elected two very progressive younger people, Learner Limbach and Natasha Frey, for the positions of state committee man and woman. These two, along with their counterparts from all around the state, will be meeting in Olympia at the end of the month when they will have the chance to elect a more progressive state chair, Tina Podlodowski.

Change is in the air, and if you want to be part of a more progressive Democratic party, I urge you to get involved. While we need to unite behind our elected Democratic officials to fight for

our progressive vision, at the same time we will not tolerate our officials acting against the interests of the people.

We are planning issue-related action teams at the next meeting, which will be at noon, Feb. 4 at Skagit Valley College in Friday Harbor. We began this process at a special meeting in December, and we will conclude the planning stage at the next meeting and get busy implementing concrete actions to improve the political process. For instance, we are working on a plan to end the Electoral College, and there is a

method to do so without needing a constitutional amendment. We are also looking to take back the state senate, which we can do by helping the candidate in a special election later this year; if we are successful, both houses will have Democratic majorities, and we can actually pass progressive legislation. And — brace yourselves now — we might even be able to fully fund our schools.

If you are interested in being part of the change we need, contact me either at 376-4165 or davidgeri@centurylink.net.

Review of home trust board member orientation

Submitted by the San Juan Community Home Trust

The San Juan Community Home Trust held its new board member orientation on Saturday, Jan. 14. The purpose of the meeting was both to inform new members of our mission, history and responsibilities, and to explain the nuts and

bolts of Home Trust operations. Attendees left with renewed energy to serve affordable housing needs on the island, given that the San Juan County Council and other non-profits have made the issue a top priority for 2017.

Executive Director Nancy

DeVaux began by giving a history of the organization and some of the unique aspects of each of the three neighborhoods developed by the Home Trust, including the state-of-the-art LOSS (Large Onsite Sewer System) in Sun Rise. Dina Melic and Chinmayo spoke

of the ambassador program to which they have been appointed, and which lobbies national legislators on affordable housing issues. Peter Goddu spoke about the legal responsibilities of board members; Attilio Galli spoke about fiduciary matters; Gay Graham spoke about fundraising, the ongoing job of members of

nonprofit boards.

In talking about our neighborhoods and how they benefit San Juan Island, notable points made: Home ownership of a permanently affordable home allows wealth building on the part of islanders. Some have been able to start businesses, not having had to use as high a percentage of their

income on housing. Others have sold and moved into market rate homes, having had the stability and time to build equity while owning a permanently affordable home. Home Trust homeowners pay property taxes on the assessed fair-market value of their homes, contributing to the tax base of the island.

Search and rescue mission

On Wednesday evening, Jan. 11, Search and Rescue Alert crew was notified of a MEDEVAC mission from Orcas Island while working to the east of the air station. The crew turned back towards NAS Whidbey Island to pick up the SAR Medical Technician and refuel the helicopter. The crew landed at the Orcas airport at 8:14 p.m. and the SMT met with the ambulance. Once everyone was loaded, the helicopter departed the airport at 8:36 p.m. and proceeded directly to PeaceHealth St. Joseph Medical Center in Bellingham for patient turnover.

On the evening of Tuesday, Jan. 17, both missions were MEDEVACs from Friday Harbor. The first of the evening launched

just after 7:30 p.m. to pick up a patient suffering from cardiac distress. After the SMT conducted patient transfer the crew departed Friday Harbor and proceeded directly to PeaceHealth St. Joseph Medical Center, Bellingham, where the patient was delivered to a higher level of care. The second mission of the evening launched at 1:30 a.m. to transport a patient suffering neurological symptoms due to a fractured spine. Once on deck, the SMT conducted patient turnover and they were loaded into the aircraft. The helicopter departed Friday Harbor airport at 2:25 a.m. and proceeded directly to Harborview Medical Center in Seattle arriving there 26 minutes later.

Free school app available

Submitted by The San Juan Island School District

The latest news and information from schools in the San Juan Island School District are now available on smartphones and mobile devices with a new mobile app that launched Jan. 18. San Juan Island School District is partnering with Blackboard to expand its communications outreach with a mobile app that is now available in the online iTunes and Google Play app stores for free.

The mobile app will offer a constantly updated feed of district news and events with photos and links to the district's website. The app can also be customized by the user by selecting the schools they are most interested in

for news and updates. Users can also choose to receive push notifications to get breaking news and updates about school closures, calendar changes and more.

"We know that our students are more successful in schools when parents are engaged in their learn-

ing and school activities," said Dr. Danna Diaz, Superintendent of San Juan Island School District. "With our new mobile app, parents and community members can stay connected with our local schools and with the activities our students are engaged in every day."



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Peninsula Daily News

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On the ___ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public

Convicted identity thief sentenced to four months

By Rob Ollikainen
PENINSULA DAILY NEWS

PORT ANGELES — A Port Angeles woman convicted of four counts of second-degree identity theft Jan. 12 has been sentenced to four months in jail, Clallam County prosecutors announced Thursday.

Heather N. O'Hara, 23, was sentenced Wednesday in Clallam County Superior Court.

A Clallam County jury found that O'Hara used a stolen credit card to make several purchases at the Sequim Walmart Supercenter, Rite Aid and J.C. Penney over the course of 14 hours last April, prosecutors said.

Sequim police alleged in court documents that O'Hara made \$1,157 in purchases at several businesses April 28 and April 29.

Sequim Police Officer Anthony Bush used surveillance video from the Sequim Walmart to develop probable cause that O'Hara was a suspect, court papers said. Another officer recognized O'Hara in the video, the papers said.

According to testimony in the two-day trial, O'Hara bought clothing, a cellphone and charger, gift cards and other items totaling more than \$1,000, Deputy Prosecuting Attorney Steve Johnson said in a news release.

In a statement to Bush, O'Hara admitted to making the purchases but claimed that a family friend had gone to Walmart with her and given her the card to buy what she wanted, Johnson said.

At trial, Johnson presented evidence that O'Hara made more than \$200 in purchases at Walmart before she returned to Walmart with the friend, according to the release.

O'Hara was arrested without incident May 29. She was released from the county jail after her initial court appearance.

A fifth count of second-degree identity theft that was originally filed against O'Hara was dismissed, court papers said.

O'Hara had misdemeanor convictions for assault, malicious mischief and making a false statement to law enforcement, Johnson said. Her presumptive sentencing range was four to 12 months, he added.

Based on her offender score, Johnson recommended a six-month jail sentence for O'Hara, according to the minutes of the sentencing hearing.

Defense attorney Loren Oakley of Clallam Public Defender recommended a 60-day sentence with 30 days converted to community custody.

Clallam County Superior Court Judge Erik Rohrer sentenced O'Hara to four months and ordered her to report to the county jail Wednesday, court papers said.

O'Hara will not be required to serve community custody after her release.

Reporter Rob Ollikainen can be reached at 360-452-2345, ext. 56450, or at rollickainen@peninsula-dailynews.com.

Judge says he's inclined to let CIA suit proceed

By Nicholas K. Geranios
THE ASSOCIATED PRESS

SPOKANE — Lawyers for two psychologists who designed the CIA's harsh interrogation methods in the war on terror have asked a federal judge to dismiss a lawsuit filed against the men by the American Civil Liberties Union.

U.S. District Court Judge Justin Quackenbush held a hearing on the motion Thursday and said he would issue a written decision later. But the judge

said he was inclined to deny the motion to dismiss.

The unusual case was brought by the ACLU on behalf of three men — Gul Rahman, Suleiman Abdullah Salim and Mohamed Ahmed Ben Soud.

Claims of torture

They contend they were tortured in CIA prisons using methods developed by CIA-contracted psychologists James Mitchell and John "Bruce" Jessen at their company in Spokane.

Trial is set for June.



KEITH THORPE/PENINSULA DAILY NEWS

A state Department of Transportation crew looks at a giant boulder that landed on U.S. Highway 101 near milepost 229 east of Barnes Point at Lake Crescent on Thursday.

Boulder removed after blocking 101 for hours

By Jesse Major
PENINSULA DAILY NEWS

OLYMPIC NATIONAL PARK — A boulder about 12 feet across fell onto U.S. Highway 101 early Thursday morning, blocking traffic until the afternoon and highlighting a concern about falling debris along Lake Crescent.

The state Department of Transportation anticipated falling rocks after the weather warmed up, but nothing like the boulder that fell Thursday, said Claudia Bingham Baker, Transportation spokeswoman.

She said state crews, who have been monitoring U.S. Highway 101 on Lake Crescent for falling debris since last weekend, discovered the boulder at about milepost 229 at about 2 a.m.

Crews had to wait until daylight to begin work and had the road back open by about 1:45 p.m., she said.

Crews pulled out the guardrail and used a bulldozer and excavator to push the boulder off the highway.

"The boulder wasn't round, so it didn't roll," she said. "I don't know if it ended up in the water."

Crews then replaced the guardrail and patched the

damaged pavement.

The rock measured about 9 feet by 7 feet by 12 feet, Bingham Baker said. She had no estimate of the rock's weight.

She said one crew member who has worked that stretch of highway for many years remembers only three boulders ever falling into the road.

Two of those have been in the past few months.

Another boulder, which blocked only one lane, fell onto the highway in November.

A tree fell earlier this month, killing a boy and injuring four others, on Highway 101 on Lake Cres-

cent as well.

"The boulder coming down serves to underscore the importance of this big rehab project," said Barb Maynes, spokeswoman for Olympic National Park.

The park has scheduled a 3-year project on Highway 101 along Lake Crescent to begin this spring, she said.

The park, along with the Federal Highway Administration as a cooperating agency, plans to replace sections of road bed, remove rock-fall hazards, repair or replace failing retaining walls and rotten guardrails, and repair culverts on 12.3 miles of the tourist and commuting route around

the lake.

Part of the work includes rock scaling, which the park hasn't done since 2012, Maynes said.

"It's something we do periodically," she said.

During rock scaling, crews will either knock hazardous rocks down or bolt them into place while also stabilizing cliff faces, she said.

The park has not yet awarded a contract for the project.

Reporter Jesse Major can be reached at 360-452-2345, ext. 56250, or at jmajor@peninsula-dailynews.com.

NAVY EXTENDS PUBLIC COMMENT PERIOD FOR EA-18G GROWLER DRAFT ENVIRONMENTAL IMPACT STATEMENT

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THE COMMENT PERIOD WILL NOW CONCLUDE ON FEBRUARY 24.

Comments may be submitted online at the project website (www.whidbeyeis.com) or mailed to:

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

All comments must be postmarked or received online no later than February 24, 2017.

The Draft EIS is available for review at www.whidbeyeis.com and at 22 local libraries, including:

- Oak Harbor City Library
- Anacortes Public Library
- La Conner Regional Library
- Coupeville Library
- San Juan Island Library
- Lopez Island Library District
- Orcas Island Public Library
- Island Library
- Camano Island Library
- Mount Vernon City Library
- Port Townsend Public Library
- Guemes Island Library
- Seattle Public Library
- Burlington Public Library
- Freeland Library, Langley Library
- Clinton Library
- North Olympic Library System Sequim
- Bellingham Public Library
- North Olympic Library System Port Angeles
- Jefferson County Library
- Sedro-Woolley Library.

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* The names, street addresses, email addresses and screen names, telephone numbers, and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state, and five-digit zip code of individuals who provide comments may be released.

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Rally set to protest Cabinet picks' views on climate change

PENINSULA DAILY NEWS

PORT ANGELES — Olympic Climate Action will host a rally Monday in protest of the "climate-killing Cabinet" nominees of President Donald Trump.

The protest will be from 8 a.m. to 9 a.m. at the traffic triangle at the west end of Front and First streets in Port Angeles at the foot of Valley Street, said Ed Chadd of the group's executive committee. Demonstrators are encouraged to dress warmly and brightly and to bring signs or flags.

The demonstration will be followed at 9 a.m. by a presentation to Port of Port Angeles commissioners urging them to oppose nominees to the president's Cabinet. The group will speak during the public comment period of the commissioners' meeting at 338 W. First St., according to Holly Hairell, public relations manager.

Earlier this month, the group wrote Sens. Maria Cantwell (D-Mountlake Terrace) and Patty Murray (D-Seattle) to carefully vet the Cabinet-level nominees, specifically Scott Pruitt for head of the Environmental Protection Agency, Rex Tillerson for secretary of state, Ryan Zinke for secretary of the Interior, Rick Perry for secretary of Energy and Mike Pompeo for the head of the CIA.

"In summary, we are concerned that Donald Trump seems to be putting in place a Climate Denial administration that threatens our very future, and we ask you to do everything in your power to protect our nation and the earth

from those who ignore science, risking those they are entrusted to protect," the letter says.

The group is asking local and tribal governments across the North Olympic Peninsula to consider sending a similar message, Chadd said.

Pruitt's confirmation hearing before the Senate Energy and Public Works Committee was Wednesday.

Senate Foreign Relations Committee has scheduled a vote on Tillerson on Monday. Tillerson's nomination could still be brought to the Senate floor if the committee declined to give him a positive recommendation. He would need 50 votes to be confirmed.

Zinke's hearing before the Senate Energy and Natural Resources Committee was Tuesday, while Perry's hearing before the same committee was Thursday and Pompeo's hearing before the Senate Intelligence Committee was Friday.

Chadd said Monday's rally will be in conjunction with protests of Trump's Cabinet nominations across the nation during the first 100 hours of his administration, which are organized by a coalition of the nation's leading environmental groups.

Olympic Climate Action is a grassroots organization that formed in 2012. It is made up of more than 500 people from across the Olympic Peninsula dedicated to research, education and action on climate change, Chadd said.

For more information, see the Olympic Climate Action website at www.olyclimate.org or the group's Facebook page.

Briefly . . .

Acts sought for March benefit in PA

PORT ANGELES — The Port Angeles Community Players are seeking entertainers for a fundraiser for the organization March 18.

"We are looking for musicians, singers, dancers, jugglers, magicians, actors

or whatever your act may be," said Dmitri Gerasimenko, one of the event organizers.

"We want to have a fun evening of showing what the local talent is."

Acts of no more than 10 minutes each are requested. The group is seeking eight separate entertainers. All acts must audition.

Auditions can be scheduled for the evening

of Feb. 2 from 6 p.m. to 8 p.m. by calling Dmitri at 612-239-8952 or sending a link to your website, a video-sharing site or CD with a letter of interest and contact information to pacomunityplayers@hotmail.com.

Those auditioning in person should bring everything they need.

An accompanist will not be provided.

Peninsula Daily News

Pier: For public review

CONTINUED FROM A1

The Corps permits would allow removal of more than 7,000 cubic yards of jetty material for the pier in an area that includes the federally constructed Ediz Hook Beach Erosion Control Project, according to the Corps' Jan. 5 public notice of its review.

The notice notified the public that the Corps was evaluating the Navy's alteration of the erosion control project and set Jan. 11 as the cutoff date for public comment.

"USACE has determined that the Navy's proposed project would entail an alteration to a harbor work built by the United States, and this requires approval under Section 408," the notice said.

Section 408 is part of the U.S. Code that is related to the federal Rivers and Harbors Act, Graesser said.

"This proposed alteration triggers a requirement ... that the Corps review the proposed alteration to ensure it is not injurious to the public interest and doesn't impair the usefulness of the project," she said.

Construction of the Navy dock was scheduled to begin with pile-driving in December but has yet to commence until the permits are approved, Navy spokeswoman Silvia Klatman said.

"The Navy anticipates receiving the permits on Jan. 23," she said in an email.

"Completion of the pier portion of the project will be delayed.

"The Navy is currently assessing the cost and time impact to the project."

The project includes a fuel storage facility, an armory and an Alert Forces Facility.

The Alert Forces Facility, which includes sleeping quarters for 20 to 30 per-

sonnel, is already under construction by Watts-Orion Joint Venture of Gig Harbor, Jeff Robison, general manager of Watts Construction of Gig Harbor, said Friday.

Watts Construction is the managing partner for the project with Orion Marine Group of Tacoma, which is building the pier.

The companies are building the Transit Protection System as Watts-Orion Joint Venture of Gig Harbor, which was awarded the contract Aug. 30.

Robison said pile-driving for the dock on the southern flank of the Hook, facing the Port Angeles shoreline and the Olympic Mountains, was supposed to begin Dec. 1.

Now, depending on the Corps' decision, work could begin this week — but will have to end during the protective "fish window" that closes Feb. 15, restricting in-water construction until it opens again July 16.

Pile-driving work

Pile-driving would have been completed by Feb. 15, but even if it starts up again before then, it will take place this summer after the window reopens, Robison said.

"Pile-driving will have to be resumed in July for sure," Robison said.

Robison did not yet know the impact on recreational users of Port Angeles Harbor, he said.

"We'll have to look hard at the impact it will have to those folks," he said.

According to bid specifications, the contract had a duration date of 18 months, an unsuccessful bidder on the project told the Peninsula Daily News on Sept. 2.

Navy spokesman Jake Chappelle said Friday that the Navy commonly awards contracts for construction projects pending regulatory permits.

"All projects of this magnitude have many hurdles to overcome, any of which can delay a project's progress," he said in an email.

Navy officials have said the entire project would be completed by February 2018.

The Navy's August 2016 environmental assessment of the project determined the project would not have a significant environmental impact.

The material that would be removed is part of a jetty that extends 215 feet south of the shoreline and is covered by a concrete slab, according to the Jan. 5 public notice.

The material that would be removed consists of 4,450 cubic yards of crushed rock and 3,200 cubic yards of large rock.

The beach would be regraded on the eastern and western portions of the jetty.

A new section of armor-ing would consist of 58 cubic yards of material, according to the notice.

The city of Port Angeles and the Seattle office of the Corps of Engineers have maintained the Ediz Hook Beach Erosion Control Project.

City officials have endorsed the Navy's alterations, according to the public notice.

How was it that this project was scheduled and a contract awarded with permits still needing to be approved?

All projects of this magnitude have many hurdles to overcome, any of which can delay a project's progress, according to the Navy, saying it is common to award construction projects pending regulatory permits.

Senior Staff Writer Paul Gottlieb can be reached at 360-452-2345, ext. 55650, or at pgottlieb@peninsuladailynews.com.

Fire damages Hadlock home

PENINSULA DAILY NEWS

PORT HADLOCK — Investigators were focusing their efforts on wiring in the attic above a bedroom in a Port Hadlock house damaged in a house fire.

The fire broke out in the attic Friday morning, said Bill Beezley, East Jefferson Fire-Rescue spokesman.

No one was hurt. No one was home at the time of the fire, and one dog in the house escaped injury, he said.

Firefighters were called to the blaze at 10:31 a.m. after a neighbor two doors down in the 100 block of Third Street saw smoke and called 9-1-1.

Firefighters arrived to



A Port Hadlock house incurred significant damage after a fire broke out in its attic space Friday morning.

find smoke and flames coming from the roof line. The fire was knocked down by 11:05 a.m., Beezley said.

The Jefferson County

Fire Investigation Task Force was investigating the cause of the fire, which was not considered to be suspicious.

Wreck: Blocked traffic

CONTINUED FROM A1

The SUV came to rest in the southbound lane, while Valdez Torres' truck went off the road and down an embankment.

A third vehicle, a 1990 Honda Accord traveling southbound, swerved right to avoid the wreck and overturned down the same embankment.

The passenger in the box truck, Luis Maturino-Morales, 43, of Tacoma, and the passenger in the Honda, Horacio Reyes Ramos, 18, of Bremerton, were airlifted to Harborview Medical Center in Seattle, the State Patrol said.

Valdez Torres and the driver of the Honda, 24-year-old Albino Reyes Ramos of Bremerton, were both transported by ambulance to Jefferson Healthcare hospital in Port Townsend.

Jefferson Healthcare would not release the status of Valdez Torres or A. Reyes Ramos. Both H. Reyes Ramos and Maturino-Morales were discharged from Harborview on Saturday.

The wreck was called in at 1 p.m., and first responders from Port Ludlow Fire and Rescue, East Jefferson Fire-Rescue, the Quilcene Fire Department, Jefferson

County Sheriff's Office and one engine from Naval Magazine Indian Island were dispatched.

The wreck blocked traffic in both directions and the Jefferson County Department of Public Works stopped traffic at Chimacum Road and Oak Bay Road to reroute traffic.

The scene was turned over to the State Patrol at about 2:30 p.m. According to Trooper Russ Winger, State Patrol spokesman, troopers reopened Highway 19 shortly before 8 p.m. Friday.

The cause of the wreck remains under investigation.

Serving Our Community With Care

Therapy Success Story, Crestwood Health and Rehabilitation

By Katie Irvin, MS OTR/L

When Russ first arrived at Crestwood he was dehydrated, had a poor appetite, displayed decreased energy and had lost his zest for life. He required much encouragement to engage in daily tasks such as getting dressed and washing his face; furthermore, he was unable to walk to the sink to turn on the water, he had to rely on someone to push him there in a wheel chair during the first few days and weeks of his care.

Russ received roughly 7 weeks of Occupational and Physical Therapy during his stay and his functional outcomes were outstanding. By the time he was preparing to return home, his balance and endurance had significantly improved. He was able to independently walk outside and water the garden, cruise up and down stairs and prepare a meal for himself. He was seen smiling and he was often heard saying "that's cool." Russ' zest for life indeed had returned.



Russ pictured with his beloved wife Sandra

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What does Trump's 1st executive order do?

The new president took action against the Affordable Care Act

By MARGOT SANGER-KATZ
THE NEW YORK TIMES

President Donald J. Trump ran on a campaign promise to dismantle the Affordable Care Act. So it should not come as a surprise that he has signed an executive order urging his administration to fight it as much as possible.

But that order alone won't allow Trump to unwind the sprawling health law known as Obamacare.

Trump and Republican leaders in Congress are engaged in negotiations about legislation that might substantially undo or replace the health law. Even before the inauguration, Congress took a first step toward gutting major provisions.

But as that process underscores, major changes to health policy will require new legislation. The Trump executive order should be seen more as a mission statement and less as a monarchical edict that can instantly change the law.

Trump has sent a strong signal that he intends to fight the health law, but he sent signals that were strong on the campaign trail, too, just in less legalis-

tic language. And the order, crucially, notes that agencies can act only "to the maximum extent permitted by law." (How the Trump administration interprets those permissions, of course, is yet untested.)

The order spells out the various ways that a Trump administration might fight the parts of the health law until new legislation comes: by writing new regulations and exercising discretion where allowed. Regulations can be changed, but, as the order notes, only through a legal process of "notice and comment" that can take months or years.

On matters of discretion, the administration can move faster, but there are limited places where current law gives the administration much power to quickly change course.

How much of the order is bluster and how much it signals a set of significant policy changes in the pipeline is unclear. The order was not specific and did not direct any particular actions.

"Right off the bat, what do they do — something incredibly cryptic that nobody understands," said Rodney Whitlock, a vice president of M.L. Strate-



DOUG MILLS/THE NEW YORK TIMES

President Donald J. Trump signs his first executive order in the Oval Office on Friday, regarding the Affordable Care Act.

gies, a Washington consulting firm. Whitlock was a longtime health policy aide to Sen. Chuck Grassley, a Republican from Iowa.

The easiest way for the Trump administration to undermine the health law would be to stop defending a lawsuit brought by the House of Representatives.

That suit said that the Obama administration lacked the authority to pay certain Obamacare subsidies. A lower court ruled for the House, meaning that by simply withdrawing from

the appeal, the Trump administration could start a process to eliminate those subsidies and cause a collapse of the insurance market. Trump's order said nothing about that policy choice.

Another important area of discretion has to do with exemptions to the law's unpopular individual mandate to obtain insurance.

Under the law, all Americans who can afford it are expected to obtain health insurance, unless they have experienced some hardship

that would make it impossible. People who feel there has been such a hardship can apply for an exemption, and employees in the Department of Health and Human Services and the Internal Revenue Service can decide on their case.

Under a Trump administration, it might become easier to claim hardship and get out of the requirement to buy insurance.

But people seeking those exemptions will still have to apply for them, in writing, and can do so only at par-

ticular times of the year. Current law requires them to provide documentation supporting their claim that they have recently filed for bankruptcy, for example, or been evicted, and they must legally attest to their honesty.

The Trump administration could create new categories of hardship, but that would take time. And rules that effectively eliminate the requirement would almost certainly result in litigation.

"It's not a hardship to have to comply with the law, almost by definition," said Timothy Jost, a professor of law at Washington and Lee University. Jost, who supports the health law, has examined the underlying regulations in detail.

Trump recently promised that his team was developing a health care plan far better than the Affordable Care Act, that would insure more people and lower their costs.

For people who heard that and thought Trump had gone soft on Obamacare, his executive order may come as a shock. But nothing in the order changes the law on its own. Whether Trump's intention is a smooth transition or a rapid disruption in current policy will be determined by what comes next.

Senate scheduled to continue confirmation hearings

PENINSULA DAILY NEWS
NEWS SERVICES

WASHINGTON — This week, the Senate will conduct confirmation votes on Trump Administration cabinet nominees. The House schedule was to be announced.

Contact legislators (clip and save)

"Eye on Congress" is published in the Peninsula Daily News every Monday when Congress is in session about activities, roll call

votes and legislation in the House and Senate.

The North Olympic Peninsula's legislators in Washington, D.C., are **Sen. Maria Cantwell** (D-Mountlake Terrace), **Sen. Patty Murray** (D-Seattle) and **Rep. Derek Kilmer** (D-Gig Harbor).

Contact information — The address for Cantwell and Murray is U.S. Senate, Washington, D.C. 20510; Kilmer, U.S. House, Washington, D.C. 20515.

Phone Cantwell at 202-224-3441 (fax, 202-228-

Eye on Congress

0514); Murray, 202-224-2621 (fax, 202-224-0238); Kilmer, 202-225-5916.

Email via their websites: cantwell.senate.gov; murray.senate.gov; kilmer.house.gov. Kilmer's North Olympic Peninsula is located at 332 E. Fifth St. in Port Angeles. Hours are 9 a.m. to noon Tuesdays and from 1 p.m. to 4 p.m. Wednesdays and Thursdays.

It is staffed by Mary Jane Robins, who can be contacted at judith.morris@mail.house.gov or 360-797-3623.

State legislators

Jefferson and Clallam counties are represented in the part-time state Legislature by **Rep. Mike Chapman**, D-Port Angeles; **Rep. Steve Tharinger**, D-Sequim; and **Sen. Kevin Van de Wege**, D-Sequim.

Write Chapman and Tharinger at P.O. Box 40600 (Van de Wege at P.O. Box 40424), Olympia, WA 98504; email them at chapman.mike@leg.wa.gov; tharinger.steve@leg.wa.gov; vandewege.kevin@leg.wa.gov.

Or you can call the **Legislative Hotline**, 800-562-6000, from 8 a.m. to 4:30 p.m. Mondays through Fridays (closed on holidays and from noon to 1 p.m.) and leave a detailed message, which will be emailed to Chapman, Tharinger, Van de Wege or to all three.

Links to other state officials: <http://tinyurl.com/pdn-links> officials.

Learn more

Websites following our state and national legislators:

- Followthe money.org — Campaign donors by industry, ZIP code and more.
- Vote-Smart.org — How special interest groups rate legislators on the issues.

• **JAMES MATTIS, SECRETARY OF DEFENSE:** The Senate on Friday voted, 98 for and one against, to confirm retired Marine Gen. James N. Mattis, 66, as the 26th secretary of defense since the office was established



Sen. Maria Cantwell
D-Mountlake Terrace



Sen. Patty Murray
D-Seattle

in 1947.

When Mattis retired from active duty in 2013, he was commander of the U.S. Central Command, which directs American military operations in the Middle East, North Africa and Central Asia.

Mattis became the first member of President Donald Trump's cabinet to receive confirmation.

The negative vote was cast by Sen. Kirsten Gillibrand, D-N.Y.

A yes vote was to confirm Mattis to head the Department of Defense.

Cantwell and Murray voted yes.

• **JOHN KELLY, HOMELAND SECURITY SECRETARY:** The Senate on Friday voted, 88 for and

11 against, to confirm retired Marine Gen. John F. Kelly as the fifth secretary of homeland security since the department was established in 2002.

Kelly, 66, was commander of the U.S. Southern Command (spanning South and Central America and most of the Caribbean) when he retired in January 2016.

He is the highest ranking military official to have lost a child in Iraq or Afghanistan; his son, Marine 1st Lt. Robert Kelly, died in combat in Afghanistan in November 2010.

A yes vote was to confirm Kelly to head the Department of Homeland Security.

Cantwell and Murray voted yes.

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THE COMMENT PERIOD WILL NOW CONCLUDE ON FEBRUARY 24.

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

All comments must be postmarked or received online no later than February 24, 2017.

- The Draft EIS is available for review at www.whidbeyeis.com and at 22 local libraries, including:
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 - Coupeville Library
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 - Lopez Island Library District
 - Orcas Island Public Library
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Port Townsend Leader

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State of WA
County of King
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Ad No: 1791522

The undersigned does depose and say: that he/she is an authorized agent for the publisher of

Port Townsend Leader
Name of Newspaper

a daily newspaper of general circulation published in

Port Townsend, Jefferson, WA
City, County, State

that the newspaper has been printed and published at regular intervals for a period of at least one year prior to the first publication of the attached copy of the advertisement; that the attached copy represents a true and correct copy of that published; and that the advertisement was published on the following date(s): 01/25/2017

Celeste Hays
Signature-Agent of Publisher

Traffic Coordinator
Title of Agent

2/7/17
Date



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State of:

County of:

On the ___ day of ___ in the year ___, before me, the undersigned, a Notary Public in and for said State, personally appeared, ___, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public

Skagit Valley Herald

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AFFIDAVIT OF PUBLICATION

State of Washington

County of Skagit

Account No: 304994

Ad No: N/A

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a daily newspaper of general circulation published in

Mount Vernon, WA

City, County, State

that the newspaper has been printed and published at regular intervals for a period of at least one year prior to the first publication of the attached copy of the advertisement; that the attached copy represents a true and correct copy of that published; and that the advertisement was published on the following date(s): 01/20/2017 - 01/22/2017

Kathryn Schultz

Signature-Agent of Publisher

Account Representative

Title of Agent

2/7/17

Date

State of : Washington

County of: Skagit

On the ___ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individuals(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public

Report: Bulk of state's oil trains traverse Skagit County

By **KIMBERLY CAUVEL**
@Kimberly_SVH

Of the 618 million gallons of crude oil moved by train through the state during the last three months of 2016, about 82 percent traveled through Skagit County or was delivered to the oil refineries on March Point near Anacortes, according to a state report released Thursday. The report is the first quarterly summary from the state

Department of Ecology detailing the movement of crude oil by rail in the state.

The report is part of the state's new rule requiring companies moving crude oil by rail or pipeline to notify Ecology of where, how much and what kinds of oil are being transported.

Ecology passed the rule Aug. 24 in an effort to improve safety and spill response preparedness, particularly for crude oil transported by rail, which has

grown significantly in the state since 2012.

According to the report, no train- or pipeline-related oil spills were reported from Oct. 1 to Dec. 31.

During that time, trains carried about 507 million gallons of crude oil along railroad tracks in Skagit County.

Statewide, 94 percent of crude oil by rail came from North Dakota, and the other 6 percent from Alberta, Canada, according to the report. For

the portion that was moved in Skagit County, 96 percent came from North Dakota and 4 percent from Alberta.

Nearly twice as much crude oil was moved in and out of the state on ships compared to by rail, according to the report. The report does not break down where along the state's coast the ships docked, but the state's five oil refineries — two of which are in Skagit County — are primary destinations for those ships.

About 28 percent of oil moving in and out of the state by ship comes through Skagit County, according to Ecology Spills Program data.

The quarterly report does not include information about the kind or quantity of crude oil moved in pipelines.

— Reporter Kimberly Cauvel: 360-416-2199, kcauvel@skagitpublishing.com, Twitter: @Kimberly_SVH, Facebook.com/bykimberlycauvel

Three dogs suspected of mauling boy seized

By **KERA WANIELISTA**
@KERA_SVH

MOUNT VERNON — Three dogs suspected of mauling a 7-year-old Mount Vernon boy were seized Wednesday and placed under quarantine.

Mount Vernon Police Lt. Greg Booth said the mauling reportedly happened Jan. 12 while the boy was at a babysitter's home in the 1300 block of Harrison Street.

The boy was taken first to Skagit Valley Hospital, then transported to Children's Hospital in Seattle for treatment of "extensive wounds" to his head and face, Booth said.

Police were informed about the incident the next day, when a Child Protective Services agent requested police assistance in conducting an investigation, Booth said.

Police made contact with a 32-year-old woman who was the apparent owner of three pit bull terriers, but the woman claimed she did not know where the animals were, and a search of the house did not locate the animals, Booth said.

On Wednesday, Booth said the animals were located at a residence in the 200 block of North Central Avenue in Sedro-Woolley.

The dogs were seized, and Mount Vernon's animal control officer will review the case to determine whether the dogs should be declared dangerous, Booth said.

Investigators are still working to determine whether or not charges against the dogs' apparent owner should be pursued, Booth said. In 2011, the woman was involved in another dangerous dog case, but that case did not involve people, he said.

— Reporter Kera Wanielista: 360-416-2141, kwanielista@skagitpublishing.com, Twitter: @Kera_SVH, Facebook.

FEATHERED FLOCK



Clouds gather as snow geese fly across Skagit County on Tuesday morning.

SCOTT TERRELL / SKAGIT VALLEY HERALD

COURT REPORT

By **MARILYN NAPIER**
@Marilyn_SVH

The following are criminal cases heard Thursday in Skagit County Superior Court:

FIREARMS

Daniel Sianez-Silva of Mount Vernon pleaded guilty to two counts of unlawful possession of a firearm, one count of possession of cocaine and one count of identity theft.

The 39-year-old was sentenced to five years, seven months in prison.

Court documents state Sianez-Silva has a previous felony conviction and is not allowed to possess firearms.

ROBBERY

Three minors and one

adult each pleaded not guilty to first-degree robbery for a reported robbery Jan. 10 at a Mount Vernon residence.

Jose Fuentes-Estrada, 16; Caesar Enrique Maestas, 17; and Angel Estrada, 16, are all being charged as adults.

One of the suspects reportedly stole marijuana from the victim.

The fourth suspect, Eric Moises Nunez, 21, then reportedly pulled a gun out of his pocket and pointed it at the victim, court documents state.

DRUG CHARGES

Edward Allen Erlandson of Burlington pleaded guilty to four counts of possession of methamphetamine.

Erlandson was sentenced

to one year, six months in prison.

Prosecutors previously dismissed charges of first-degree kidnapping and first-degree conspiracy to commit robbery against Erlandson in 2015 after investigators lost contact with the victim.

— Reporter Marilyn Napier: 360-416-2149, mnapier@skagitpublishing.com, Twitter: @Marilyn_SVH, Facebook.com/MarilynReports

Woman arrested for threat to Gov. Inslee

FERNDALE (AP) — A woman who lives outside Bellingham has been arrested in connection with a threat made against Washington Gov. Jay Inslee.

The Bellingham Herald reports 42-year-old Deborah Lindor of Ferndale was booked into jail Thursday and could face felony charges of threatening to harm.

State Patrol spokesman Kyle Moore says Lindor

called the governor's office Monday and "made a physical threat against the Governor."

Moore declined to elaborate on the threat. The State Patrol provides security to the governor. Moore said troopers traced the call to Lindor.

Lindor was arrested in July and later pleaded guilty to two felonies after she threw a rock at a jail lobby window and struck a corrections deputy.



Arraignments postponed for two MV shooting suspects

By **MARILYN NAPIER**
@Marilyn_SVH

MOUNT VERNON — Two suspects each charged with attempted murder in the first degree for a pair of Dec. 15 shootings that injured Mount Vernon police officer Mike McClaughry and another man will have arraignments postponed one week.

Austin Gonzales, 16, is being charged as an adult in Skagit County Superior Court for allegedly shooting a man in the neck in the area of North LaVenture Road in Mount Vernon, court

documents state.

Ernesto Rivas, 44, is being charged for allegedly shooting McClaughry in the head outside a home as McClaughry was responding to the first shooting, according to documents. McClaughry remains at Harborview Medical Center in Seattle in critical, but stable condition.

A third suspect, a 15-year-old male, is set to appear Jan. 26 in Skagit County Juvenile Court.

— Reporter Marilyn Napier: 360-416-2149, mnapier@skagitpublishing.com, Twitter: @Marilyn_SVH, Facebook.

com/MarilynReports

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1569610

Tesoro refinery fined \$325,000 for Clean Air Act violations

By **KIMBERLY CAUVEL**
@Kimberly_SVH

The Tesoro Anacortes Refinery paid the U.S. Environmental Protection Agency \$325,000 in late 2016 for violating the Clean Air Act.

The fine is one of several the refinery has faced for state and federal environmental violations in recent years. The EPA notified the refinery of the violations in April 2016, and issued the penalty in September.

According to EPA documents regarding the Clean Air Act violations, the agency discovered several shortfalls in the refinery's risk management plan following inspections at the March Point facility in January 2011 and October 2011.

"It is important to note that EPA did not claim that any of the violations it alleged caused any safety incidents," refinery spokesman Matt Gill said.

He said the refinery disputes the EPA's findings that resulted in the fine.

"While we have agreed to settle these allegations ... this is not an admission that the allegations were true or correct," Gill said.

The March Point refinery is required to submit risk management plans to the EPA because it handles a certain quantity of hazardous chemicals.

The plans are intended to show that facilities are safely handling hazardous materials, and are safely operating and maintaining the equipment used to process those materials, to protect sur-

rounding communities and the environment, EPA spokeswoman Suzanne Skadowski said.

"If a facility has an inadequate or poor risk management plan in place this could possibly lead to a catastrophic chemical release and harm the communities surrounding the facility," Skadowski said.

It can also put first responders at risk if they respond to an emergency at a site without being fully aware of the chemical hazards, she said.

The violations included concerns that the refinery did not provide adequate safety information about dangerous temperatures, according to EPA records.

High chemical temperatures and inadequate maintenance of equipment were factors in the 2010 explosion at the refinery that

killed seven workers, according to the U.S. Chemical Safety and Hazard Investigation Board and state Department of Labor & Industries.

Tesoro has disputed those findings and appealed 44 violations and \$2 million in fines Labor & Industries issued as a result of the explosion. State Board of Industrial Insurance Appeals Judge Mark Jaffee overturned 33 of the violations.

Jaffee expects to make a decision on the remaining violations by the end of February, Board of Industrial Insurance Appeals spokeswoman Jay Raish said.

— Reporter Kimberly Cauvel: 360-416-2199, kcauvel@skagitpublishing.com, Twitter: @Kimberly_SVH, Facebook.com/bykimberlycauvel

THE VIOLATIONS

- The refinery's written instructions for handling some equipment did not include adequate temperature limit information and the potential consequences of exceeding those limits.
- The refinery's written safety information did not include energy balances for some chemical processes.
- Issues raised in 2008 and 2010 regarding temperature hazards had not been addressed.
- Startup, shutdown and emergency procedures for some equipment did not provide clear instructions or identify who is responsible for handling those procedures.

— Information from EPA records.

Police officers give blood in honor of fellow officer

By **KERA WANIELISTA**
@Kera_SVH

MOUNT VERNON — After taking part in a training Friday morning, members of the Mount Vernon Police Department's Police Tactical Operations team headed over to Skagit Valley College for snacks and refreshments — and to donate blood.

Dressed in their tactical gear, about 10 officers participated in a blood drive held in honor of fellow officer Mike "Mick" McClaughry, who suffered life-threatening injuries Dec. 15 after being shot in the head while responding to a report of an earlier shooting.



SCOTT TERRELL / SKAGIT VALLEY HERALD

Bloodworks Northwest phlebotomist Gabby Navarro draws blood from Mount Vernon police officer Aaron Cohen during a blood drive in honor of wounded officer Mike McClaughry on Friday at Skagit Valley College.

"It's the perfect opportunity to contribute to this fine cause in honor of officer McClaughry," said Lt. Mike Moore.

While McClaughry continues his recovery at Harborview Medical Center in Seattle, the Skagit County community continues to find ways to support him and his family.

"It's great to see so many members of law enforcement here," said Swinomish Police Chief Lou D'Amelio, who arranged for the blood drive. "The community has come out in so many ways to support Mount Vernon and officer McClaughry, and this is just another way."

The blood drive couldn't have come at a better time, said Gayle Richards, donor resource representative for Bloodworks Northwest.

"We have since Thanksgiving been in real urgent need," she said. "We're having a really hard time maintaining a stable blood supply."

With people being away from work and school and traveling during the holidays — as well as the onset of cold and flu season — blood supplies have run critically low, with Bloodworks Northwest announcing last week that about 20 percent of blood centers across the country had less than a one-day supply.

A normal supply is four days, according to Bloodworks Northwest.

Friday's drive included 44 donors giving 35 pints of blood. Twenty-one were first-time donors.

About 10 of those who donated were members of the Police Tactical Opera-

tions team, Moore said.

"It's just another way to give back to the community that supports us," he said.

For Michael Malloy, who moved to La Conner from Texas in June, the decision to donate blood was personal.

His stepson, he said, is a police officer in Texas, where in July five officers were shot and killed.

McClaughry's shooting brought back some of those feelings to him.

"I have family members and friends that are out there every day, and every time I see something like that it's heartbreaking," he said. "It rips me apart."

Malloy said he heard about the blood drive on Thursday, and could think of no better way to give back to his new community.

"We love the area and want to give back to the community in any way we can," he said. "This just



SCOTT TERRELL / SKAGIT VALLEY HERALD

Mount Vernon police Detective Wayne Jones shows off his pink bandage during a blood drive Friday at Skagit Valley College.

seemed like something we had to do."

It's that spirit, Richards said, that made this blood drive stand out from others.

"You see how a community can come together in a time of need," she said. "It's so rewarding to see how the community can come together to support (officer McClaughry)."

Filing deadline nears for Conservation District board

By **KIMBERLY CAUVEL**
@Kimberly_SVH

The deadline is approaching to file with the Skagit Conservation District for an elected position on the district's Board of Supervisors.

Filing for the position will close at 4 p.m. Tuesday. An election will be held at 4 p.m. Feb. 21 at the district's Mount Vernon office at 2021 E. College Way. Mail-in ballots may be requested by Jan. 31.

A second, appointed position is also opening on the board of super-

visors this year. The deadline to apply for the position, which will be filled by the Washington Conservation Commission Board, is 5 p.m. March 31.

Applications for the appointed position must be completed online at scc.wa.gov/elections/.

Candidates for both board positions must be registered voters who live in Skagit County.

Conservation district board supervisors are unpaid public officials who set policy and provide oversight and direction to Skagit Conservation District staff.

Man sentenced for smuggling 132 pounds of cocaine into Skagit Co.

By **MARILYN NAPIER**
@Marilyn_SVH

Martin Christopher Briand, a dual citizen of France and Canada, was sentenced to 10 years in prison Thursday in U.S. District Court in Seattle for conspiracy to distribute cocaine.

In 2009, a state trooper caught Briand with 132 pounds of cocaine outside Skagit Regional Airport. Briand fled the scene, and a warrant was later issued for his arrest.

Briand was found and arrested in 2015, court documents state.

According to court documents, Briand had chartered a private plane in 2009 and flew from Point Roberts to Boeing Field in Seattle. Three days later, Briand and another man reportedly arrived at Skagit Regional Airport on a private plane.

The U.S. Department of Homeland Security observed and videotaped two men unload large weighted bags into a truck at the airport, court documents state.

A trooper then stopped the truck, where the cocaine was discovered in duffel bags, according to court documents.

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Children's museum sells out showing of environmental documentary

By **KIMBERLY CAUVEL**
@Kimberly_SVH

The Children's Museum of Skagit County is bringing the documentary film "A Plastic Ocean" to the AMC Loews Cascade Mall theater in Burlington on Wednesday.

Tickets for the event sold out last week as the documentary film was premiering around the world, museum spokeswoman Kate Simmons said.

Museum staff are excited about the interest in Skagit County.

When asked what she hopes viewers will take away from the film, museum Executive Director Cate Anderson said: "An awareness of our impact on the

oceans, on the watersheds, and steps that we can take immediately to help reduce the impact."

The award-winning documentary explores the problem of single-use plastics polluting the world's oceans, and how to make a difference, according to a news release.

Once those materials get into the oceans, they impact wildlife and water quality. Some volunteers and researchers in Skagit County are raising awareness about the issue by collecting plastic fishing line from popular boat launches and noting how much plastic material washes up on local beaches.

The children's museum wants to further the reach of awareness to the county's youth.

"I think with both the rivers and watersheds, as well as the ocean in our area, we have to be very mindful, and impacting the youngest generations is going to be helpful for the future of the earth," Anderson said. "It also opens the dialogue for other materials that can be used ... There are other materials available that are not as detrimental to sea life."

Simmons said she has seen the film, which was produced by her aunt Jo Ruxton, a marine biologist and underwater videographer.

Her 9-year-old son has also seen the film, and has since been paying close attention to what materials are made of plastics, and recycling when he can, Simmons said. She hopes the film will inspire others to make changes as well.

The film focuses on single-use plastics such as drink bottles, food packaging and plastic bags used to wrap produce at grocery stores. These items are found in water all over the world.

"That plastic doesn't go away. All the plastic we have created in the last 100 years is still out there in some form," Simmons said. "I think it's important to look outside of yourselves and travel to all of these places in the world (through the film) and say 'Where is it really going?' because it doesn't go away ... A lot of it ends up in our oceans (and impacts wildlife)."

— Reporter Kimberly Cauvel: 360-416-2199, kcauvel@skagitpublishing.com, Twitter: @Kimberly_SVH, Facebook.com/bykimberlycauvel

Women across Pacific Northwest march for women, other causes

SEATTLE (AP)— Nancy Davenport marched on Washington 28 years ago to stand up for women's equality. The 72-year-old was back at it Saturday, this time joining thousands in the other Washington who crammed the streets of Seattle to send a message to President Donald Trump about women's rights and other causes.

"We thought we were done and we're not," said the Port Angeles woman, who carried a sign that read in part: "Don't make us come back in 28 years to do it again." "You have to keep fighting for what you believe in."

Across the Pacific Northwest, women's marches and rallies in cities from Seattle to Spokane, as well as Portland, Oregon, and Boise, Idaho, drew thousands of women and others.

Demonstrators wore pink caps and waved signs proclaiming: "You belong" and "Love Trumps hate."

Police and city officials did not provide a crowd estimate, but march organizers estimated about 100,000 people showed up, packing the entire 3.6-mile route.

Some said they were protesting Trump and his policies, while others



A woman holds a sign amidst a sea of pink caps before a women's march Saturday in Seattle. Women across the Pacific Northwest marched in solidarity with the Women's March on Washington and to send a message in support of women's rights and other causes.

wanted to promote unity or to fight racism, sexism and hate.

"What I'm seeing here is overwhelming, the solidarity and love," said Amanda Guzman, who pushed her 18-month-old son in a stroller. "All across the world, we're marching against him, against his hate."

She said it's so easy to

listen to Trump and see only bad, but the thousands who turned out for the march gave her hope. "It's all reassuring that there's still good, and we will fight this," Guzman said.

Fathia Absie, a Muslim American writer and filmmaker from Seattle, said she marched to support women's rights as well as

all other rights.

"We have to come together. What makes this country beautiful and unique, unlike anywhere else in the world, is that we're so diverse," she said. "Our differences make us beautiful."

Brittany Vieira, 31, who lives in Gresham, Oregon, took her 8-month-old son to the march in downtown Portland. It's an opportunity to unite and connect with others, she said.

"This whole election has completely turned my world upside down," she said. "I feel like it's important to use our voices against people who are trying to silence us."

The Portland Fire Bureau said the crowds in Portland numbered more than 70,000, The Oregonian/OregonLive reported.

Leigh Douglass, 45, left the march in downtown Boise feeling inspired and that "this is just the beginning." The mood was welcoming and celebratory, and she said she cried as she listened to stories from powerful speakers.

Douglass said she won't remain silent and plans to speak up when she feels things aren't right.

"I'm marching to be seen and heard," she added.

Man shot during Seattle demonstration hospitalized

SEATTLE (AP) — A man who shot in the abdomen during a demonstration at the University of Washington is in critical but stable condition at a Seattle hospital.

Harborview Medical Center spokeswoman Susan Gregg said Saturday morning the 34-year-old man is in intensive care.

Seattle police said the man was wounded during a demonstration outside Kane Hall at the Seattle campus Friday night.

People marching

against the inauguration of President Donald Trump had walked to the campus where a rally against far-right commentator Milo Yiannopoulos was taking place.

Police said they received a report that a man in the crowd had been shot and officers removed him from the scene.

Seattle police say person of interest in the shooting had turned himself in to University of Washington police and was being questioned.

Concerns as new rules aim to curb manure pollution

OLYMPIA (AP) — Washington environmental regulators have released new permit rules aimed at reducing the amount of manure pollution that gets into rivers, lakes and other bodies of water from large dairy farms and other animal feedlots.

The rules will change the regulatory landscape for the state's 230 dairies with more than 200 cows, as well as other so-called concentrated animal feeding operations, or CAFOs. Embracing the rules may shield dairies from government fines or lawsuits by environmental groups, but will mean taking on new obligations with uncertain costs, The Capital Press reported.

"Every farmer will look at this very differently," Jay Gordon, policy director for the Washington State Dairy Federation, told The Capital Press. "Some will sleep better at night knowing they won't get sued,

or at least are less likely to get sued. Others will say, 'Why do I need this?' It means more regulations, more paperwork and more burdens. We're very concerned about that."

But environmental groups say the rules don't go far enough and fail to protect drinking water. Environmental groups had pushed for dairies to line manure lagoons with synthetic material and install wells to monitor groundwater, steps the Washington Department of Ecology was unwilling to take, The Capital Press reported.

"Ecology was presented with an unprecedented opportunity to protect the environment and public health," said Andrea Rodgers of the Western Environmental Law Center. "It is outrageous that Ecology has given permission for industrial agricultural facilities to dump pollution into our drinking water."

EDUCATION MEETINGS

- The Anacortes School Board will meet at 6:15 p.m. Thursday, Jan. 26, in the district board room, 2200 M Ave. asd103.org or 360-293-1200.
- The Burlington-Edison School Board will meet at

- 7 p.m. Monday, Jan. 23, in the district office, 927 E. Fairhaven Ave.
- The Concrete School Board will meet at 6 p.m. Thursday, Jan. 26, in the high school commons, 7830 S. Superior Ave. concrete.

- k12.wa.us or 360-853-8141.
- The La Conner School Board will meet at 5:30 p.m. Monday, Jan. 23, in the administration directors room, 305 N. Sixth St. lcsd.wednet.edu or 360-466-3171.

- The Sedro-Woolley School Board will meet at 7 p.m. Monday, Jan. 23, at Cascade Middle School, 905 McGarigle Road. swsd.k12.wa.us or 360-855-3502.

GOVERNMENT MEETINGS

- The Anacortes City Council will meet at 6 p.m. Monday at the Municipal Building Council Chambers, 904 Sixth St.
- The Burlington City Council will meet at 7 p.m. Thursday at City Hall, 833 S. Spruce St.
- The Concrete Town Council will meet at 6 p.m. Monday at Concrete Town Hall, 45672 Main St.
- The La Conner Town Council will meet at 6 p.m.

- Tuesday at Lower Maple Center, 104 Commercial St.
- The Sedro-Woolley City Council will meet at 7 p.m. Wednesday at the Sedro-Woolley Municipal Building Council Chambers, 325 Metcalf St.
- The Skagit Conservation District board will meet at 7 a.m. Tuesday at 2021 E. College Way, Mount Vernon.
- The Board of County Commissioners will meet at

- 10:30 a.m. Tuesday at 1800 Continental Place, Mount Vernon, for a presentation and work session with Rich Zwicker from the Washington State Housing Finance Commission.
- The Board of County Commissioners will hold a public meeting at 5 p.m. Wednesday to discuss the planned tear-down and reconstruction of the BNSF Railway overpass on Old Highway 99.

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Stress issues can be cared for without breaking the bank! Symptoms like aches & pains, low libido, insomnia, foggy thinking, sugar cravings and anxiety will be covered during the talk. Reserve your seat, \$20, to find answers to your questions and stop the lost days & years without relief.

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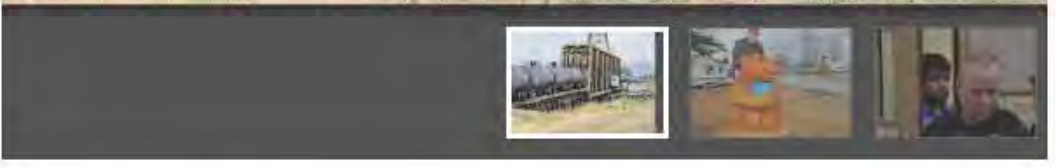
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NAVY EXTENDS PUBLIC COMMENT PERIOD FOR EA-18G GROWLER DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Notary Public

INAUGURATION

CONTINUED FROM A1

made national headlines, Bacigalupi described a much different atmosphere.

“Crowd is peaceful and just a bunch of everyday people. Polite,” Bacigalupi wrote. “Many wearing Trump hats. All ages. As we walked here, the only negative people were the small groups of protesters with signs. But they seemed lost and weren’t saying anything. Kind of like they are here but not in spirit.”

In a Thursday evening telephone interview with *The Record* prior to Friday’s ceremonies, Bacigalupi said this would be an important moment. Not only was he the volunteer manager of the Island County Trump campaign, making it a special honor to see his chosen candidate sworn in as the 45th president, but he believes it will be remembered as an important moment in history.

“For me this is more than just attending an inauguration,” Bacigalupi said. “... I think we truly are on a direction of change, and one that will benefit the entire country.”

Back on South Whidbey, however, not everyone was so optimistic. As the



Justin Burnett / The Record

Coupeville resident Gary Piazzon waves the American flag during a protest in Freeland on Friday of the inauguration of President Donald Trump.

Bacigalupi celebrated in the nation’s capitol, Democrats and other Trump critics took to the streets in Freeland to protest. More than 60 assembled at the corner of Fish Road and Highway 525, most of whom were dressed in black and waving signs of opposition.

Organized by the Whidbey Island Progressives, the protest was to “affirm to the community that many living on South Whidbey do not support the installation of Donald J. Trump as the

45th president of America,” according to a news release.

“We don’t find him an acceptable president,” said Clinton resident Alice Goss, protest organizer. “Everything is in jeopardy. Social Security, Medicare, Medicaid, the environment.”

“Then, of course, there’s the women’s issues.”

Environmental warrior and activist Gary Piazzon, a Coupeville resident, said he’s worried about what tomorrow will bring.

“I feel a deep distress for our future,” Piazzon said.

“We’ve taken a radical turn in the wrong direction.”

“We’re not going back to the 50s,” he added.

A similar protest held in Oak Harbor was attended by only two people.

Some South Whidbey residents felt so strongly that they decided to shutter their businesses for the day. “I’m blacking out my

windows, and have written a five-page essay that will be going on my front door,” said John Auburn on Thursday, owner of Whidbey Island Bagel Factory at Ken’s Korner.

Auburn said everyone who comes into his shop is treated with respect, no matter their race, beliefs or lifestyle. He doesn’t see the same values reflected in Trump. In fact, he sees the president as a threat to his very way of life.

“I’m gay, and there’s a chance I could lose my rights to marry who I want to,” he said. “That’s upsetting because we’ve come so far in terms of equality”

“I just don’t think that’s right, and I had to make my stand,” he said.

Auburn hopes that this election will drive people to become more active and participate in government.

“Maybe this is what we needed, was a wake up call.... That, maybe, is the good thing coming out of this.”

In Langley, the arts and theater community participated in the Ghostlight Project, an event intend-

ed to make a statement about intolerance by shining a spotlight into the sky. Similarly, a women’s march is set to take place in Langley today at noon, beginning in the parking lot at Whidbey Island Center for the Arts. At least four bus loads of Whidbey women will travel to Seattle today to participate in the Women’s March there.

Whidbey Republicans and Trump supporters were quiet by comparison. Teresa Hobbs, chairwoman of the Island County Republican Party, said Thursday she wasn’t aware of any planned public celebrations or parties on the island. Those not at work would likely spend the morning watching the event on TV. Hobbs, an Oak Harbor resident, also expressed hesitancy about referring the newspaper to other party members for comment.

“Particularly on the South End, I see no reason to make Republicans a target,” she said.

Hobbs referenced the defacing of about a dozen

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SEA LION

CONTINUED FROM A1

Police monitored the situation throughout the day, and eventually worked with a small team of good samaritans to herd the bull back to the water in Holmes Harbor. While it sounds like a simple operation, the reality was a bit more complicated. Once off the car, the animal seemed more interested in heading toward Highway 525 than the water, and police had to scramble to head him off.

“That’s when we jumped in our patrol cars,” said Deputy Grant Walker, with the Island County Sheriff’s Office.

Police used their cars as mobile roadblocks, but still struggled to keep the stubborn bull contained.

“They’re fast for how big they are,” the deputy added.

Eventually, officers and members of the public used wooden pallets and yard rakes provided by the Country Store to herd him slowly down South Cameron Road and into the water. The entire operation took about an hour.

Grant said he was relieved the animal wasn’t injured; there was a point where he thought there might actually



Megan Hansen / Whidbey News Group

A rogue sea lion that visited Nichols Brothers in Freeland on Saturday captured quite a bit of public attention.

be a collision on Highway 525. The animal seem so determined to cross the road, Grant said deputies joked that it might just be easier to let him cross as he nearly half way to Mutiny Bay already.

The herding “technique” that was employed was done in coordination with experts from the Washington Department

of Fish & Wildlife and the Central Puget Sound Marine Mammal Stranding Network. Representatives from both agencies were unavailable to attend personally, but spoke with and advised police throughout the day.

“I was impressed with the assistance from Deputy Walker who I talked to a few times through the day, and

with the way the incident was handled,” said Susan Berta, of the stranding network. “They kept people safe, and got the sea lion back to the water under very difficult circumstances.”

Berta said male California sea lions are common in

Puget Sound and do come on the beach, but that it’s rarer for them to come so far inland. The species can suffer from domoic acid toxicity, the result of a biotoxin produced by algae that accumulates in shellfish and other foods which are consumed by sea lions and other mammals, including humans. It affects the brain and can cause sea lions to become disoriented and lethargic.

Dyanna Lambourn, a marine mammal research biologist with the Washington Department of Fish and Wildlife said that without testing it’s impossible to know for sure if the sea lion was sick. There are different levels of toxicity, acute and chronic, with the former being sudden and the later being a long-standing syndrome.

If it was suffering from chronic domoic acid toxicity, it likely would have had visible symptoms, such as weight loss. It did not, she said. She also noted that sea lions can walk over a mile inland.

“It’s not uncommon for them to go on walkabouts,” she said.

A few years ago, a

California sea lion deposited herself on the upper steps of the bed and breakfast at Bush Point. She also refused to depart, leaving only at hose point. The sea lion’s corpse was later found, and its brain tested positive for domoic acid.

Berta said a sea lion in October made its presence known in Useless Bay. It was observed by a backhoe operator and hung around for about five days, she said. The stranding network is comparing images of that sea lion with the one in Freeland Saturday to see if it’s the same animal.

Berta said people should be extremely cautious around sea lions. They are fast, and can be aggressive if they feel threatened. They also carry pathogens that are harmful to humans.

To report a sea lion that’s out of the water or one that’s exhibiting strange behavior, call the stranding network’s hotline at 1-866-6722.



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NAVY EXTENDS PUBLIC COMMENT PERIOD FOR EA-18G GROWLER DRAFT ENVIRONMENTAL IMPACT STATEMENT

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THE COMMENT PERIOD WILL NOW CONCLUDE ON FEBRUARY 24.

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

All comments must be postmarked or received online no later than February 24, 2017.

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Whidbey News Times

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State of: _____

County of: _____

On the ____ day of _____ in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared, _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the document.

Notary Public

Outage untimely for loyal Seahawk fans

By **RON NEWBERRY**

rnewberry@whidbeynewsgroup.com

Before the Seattle Seahawks' season faded to black Saturday, several television sets around Coupeville beat them to it.

Power was interrupted for about 45 minutes during the first half of the Seahawk's NFL Division Playoff game against Atlanta Saturday, causing some fans around Coupeville to scramble to turn on generators or go elsewhere to watch the game.

Coupeville farmer and teacher Wilbur Purdue had gone outside to check on his chickens around 9 a.m. Saturday when he heard a loud, metal bang sound and noticed a big ball of brown smoke in the sky.

The sound appeared to come from a blown transformer on Terry Road, according to Coupeville resident Wayne Lewis, who lost power and went outside to examine the source of the "weird noise" near his home and saw a power line laying on the ground.

The more extended power outage, which happened shortly after the Seahawks' game kicked off, likely was

the result of workers attempting to restore power, said Austin Melhart, a spokesperson for Puget Sound Energy.

Melhart said lines will be "de-energized" temporarily while workers attempt to fix the problem.

Melhart said he didn't know how many Coupeville residents were impacted, but an app on Lewis' cell phone at the time showed a red circle hovering over a good portion of the town and outlying areas indicating power was down.

The afternoon outage occurred only moments before the Seahawks scored on their first possession and didn't return to many households in the area until just before halftime.

Some of the Seahawk-clad patrons at the nearby Tyee Restaurant left the bar when the TV shut off, then returned once power was restored. By that time, the Seahawks were well on their way to defeat.

Lewis spoke with a utility worker about the timing of the ordeal.

"The guy that was here said we were going to mess it up for the whole squad," Lewis said with a smile.



Photo by Ron Newberry/Whidbey News-Times

Michelle Oakland, left, worship pastor at Life Church in Oak Harbor, and administrator Laura LeBeau are coordinating "Night to Shine," a prom night catered to people 14 and older who have special needs. The event in Oak Harbor is Feb. 10.

Preparing for a special prom

By **RON NEWBERRY**

rnewberry@whidbeynewsgroup.com

Aside from being a worship pastor at Life Church in Oak Harbor, Michelle Oakland also is a mother of four with two of her kids having special needs.

When she learned about a prom night experience that rolls out the red carpet for people with special needs known as "Night to Shine," the idea to bring it to her Oak Harbor church warmed her heart.

She got approval from lead pastor Michael Hurley to proceed, applied for a grant last spring and landed it to be able to host the event Feb. 10.

"I think children (with special needs) and their caregivers are often overlooked," Oakland said. "This gives an opportunity for the community to come together to celebrate kids for who they are."

Life Church is one of more than 350 churches from around the world that is hosting the event at the

same time from 6-9 p.m. Friday, Feb. 10.

The event, sponsored by the Tim Tebow Foundation, is free for people with special needs ages 14 and older.

Laura LeBeau, Life Church administrator and coordinator of the Oak Harbor event, said that 23 people had signed up so far but they are hoping to have a minimum of 75 in attendance.

It's designed to be a regional event, drawing people from anywhere in Western Washington, LeBeau said.

Those interested in registering as a participant, volunteer or sponsor are asked to go to Life Church's website at www.life-church.co under "upcoming events."

No one will be turned away, even if they show up on the day of the event, Oakland said.

The evening's itinerary is designed to give participants and their caregivers the royal treatment.

Aside from an actual red

carpet and warm welcome, there will be hair and make-up stations, shoe-shining areas, limousine rides, a catered dinner and more.

Caregivers may go to a room and receive massages.

About 250-300 volunteers will be on hand to assist, LeBeau said.

"I think the Night to Shine is a great opportunity for both the church and community to really just love on individuals that sometimes get forgotten about," LeBeau said. "We need to show them love just like we show everybody else love."

"It's a night where kids can just celebrate being young," Oakland said. "It gives them a night that's encouraging and makes them feel valued. That's really our mission. It's not just a Life Church event. It's a community and even regional event."

Life Church is located at 1767 NE Regatta Drive in Oak Harbor.

The office number is 360-679-3158.



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ISLAND SCANNER

The following items were selected from reports made to the Island County Sheriff's Office:

THURSDAY, DEC. 15

At 8:04 a.m., a caller reported that two guys on Porter Street were armed with crowbars and had been beating each other for three hours.

At 1:13 p.m., a caller on Honeymoon Bay Road reported finding a partial deer carcass that looked like someone skinned it and took some meat from it. The caller also said a neighbor had a steak stolen from a cooler.

At 2:56 p.m., a caller reported that a goat and pony had escaped from a Gilbertson Road farm.

At 7:19 p.m., there was a report of a boy kicking mail boxes off posts in the Race Road area.

FRIDAY, DEC. 16

At 12:25 p.m., a caller on Garden Lane reported that his dog flushed out a man hiding behind his house. The man said he ran out of gas.

At 12:27 p.m., a Taylor Road resident reported that a man was sleeping in her garage.

At 3:13 p.m., a caller from a business reported that a man had been making false claims on Facebook that he worked at the business and wanted to pay for sex.

At 4:54 p.m., a Vicky Place resident reported an influx of coyotes in the area.

SATURDAY, DEC. 17

At 9:18 a.m., a driver on Millman Road reported icy roads. A long series of other callers reported car accidents across the island throughout the day.

SUNDAY, DEC. 18

At 2:23 a.m., a Hartman Place resident reported that someone was shooting beams into his head with lasers.

At 3:10 a.m., a burglary was reported at a Crosby Road residence.

At 8:35 a.m., a Deseret Drive resident reported that a neighbor's dog poops and pees in his yard and is aggressive.

He asked about the legality of shooting the dog if it gets aggressive toward his family again.

At 11:26 a.m., a caller on Hastie Lake Road reported that the dog was returned to the caller with a bullet hole.

At 11:41 a.m., the owner of Dugualla Bay Farms reported that a tenant was removing the roof and the walls and "took the power out" of two buildings without authorization.

At 1:20 p.m., a woman at a laundromat on Second Street reported that a man took her "property" out of the washer and threatened to hit her with a shovel.

At 3:51 p.m., a caller reported that a woman with purple hair and a man with a neck tattoo yelled at an April Drive resident.

At 7:44 p.m., there was a report of a woman yelling and punching herself on Front Street.

MONDAY, DEC. 19

At 3:18 a.m., a Lakeside Drive resident reported waking up to a roommate putting a gun in his face. The caller said the roommate also beat up his girlfriend.

At 2:22 p.m., a Zylstra Road resident reported that a package was stolen from the back porch.

At 8:48 p.m., a woman reported accidentally sending a text saying she was going to commit suicide.

TUESDAY, DEC. 20

At 1:25 a.m., a Heather Drive resident reported that a neighbor woke her up by loading wood.

At 3:28 p.m., there was a report of a man beating himself up at Pioneer Park Place.

At 8:26 p.m., a man in his pajamas on North Whidbey reported an "issue" with a woman who wrote a book.

WEDNESDAY, DEC. 21

At 11:34 a.m., a Highway 20 resident reported that a man left sheep at his house.

FRIDAY, DEC. 23

At 11:13 a.m., a caller reported that a suspicious man was walking on Swan-

town Avenue with a baseball bat sticking out of his backpack.

At 12:26 p.m., a "herd of goats" were reported in front of the elementary school on Maxwellton Road.

At 1:43 p.m., a chaplain reported being harassed by a man on North Whidbey.

At 2:30 p.m., there was a report that someone found a hatchet in a tree on Rosewood Court.

At 6:48 p.m., a caller reported receiving a message and a video from a stranger who wrote "here is a video of me raping you last week." The caller didn't recognize the people in the video.

SATURDAY DEC. 24

At 1 p.m., a caller reported having bags of toys for homeless children but didn't know where to take them.

At 8:22 p.m., a caller reported that people in a couple of vehicles on Lakeview Way were going through mailboxes.

At 9:17 p.m., a Bayview Road resident asked if crabbing is illegal. He said the Bible says he can.

At 11:27 p.m., a Durham Way resident reported discovering that a gun was missing from a safe.

SUNDAY, DEC. 25

At 1:29 a.m., a man on East Whidbey Avenue reported that a girl with a bat was outside breaking windows on his apartment and cars. He said he met her at a bar a few weeks prior.

At 7:58 p.m., a caller reported that a former neighbor molested a girl and is now trying to blackmail the girl.

MONDAY, DEC. 26

At 11:04 a.m., a caller reported that a man had a shopping cart and sleeping bag in the middle of Hastie Lake Road. The man was "staring blankly across the field," the caller said.

At 11:46 a.m., there was a report of someone shooting an automatic weapon in the area of Hastie Lake Road.

At 6:38 p.m., a Lowell Point Road resident reported that two huskies killed all his chickens.

NOTABLES



Photo provided

Rotary Club president Greg Smith presents Joe Busig with a certificate honoring him as Student of the Month.

Rep named Student of the Month

Rotary Club of Oak Harbor honored Joe Busig at its Student of the Month for January 2017.

Busig is a junior at Oak Harbor High School. He is the school's student repre-

sentative for the school board this year and he has won the school's Excellence and Community Service awards.

He is also active in Key Club and the SADD Club.



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Public Meeting Materials

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A Guide to the Public Meeting for the U.S. Navy Draft Environmental Impact Statement (EIS) for EA-18G "Growler" Airfield Operations at Naval Air Station (NAS) Whidbey Island Complex

December 2016



Open House Public Meetings

Monday, December 5, 2016

Fort Worden State Park
Conference Center, USO Hall
200 Battery Way, Port Townsend, WA 98368
3:00 PM – 6:00 PM

Tuesday, December 6, 2016

Oak Harbor Elks Lodge, Grande Hall
155 NE Ernst Street, Oak Harbor, WA 98277
4:00 PM – 7:00 PM

Wednesday, December 7, 2016

Lopez Center for Community and the Arts
204 Village Road, Lopez Island, WA 98261
3:00 PM – 6:00 PM

Thursday, December 8, 2016

Seafarer's Memorial Park Building
601 Seafarers' Way, Anacortes, WA 98221
3:00 PM – 6:00 PM

Friday, December 9, 2016

Coupeville High School Commons
501 South Main Street, Coupeville, WA 98239
4:00 PM – 7:00 PM

What's Inside:

- Public Meeting Guide
- Project Overview
- EIS Alternatives
- Environmental Effects
- The EIS Process

Please Check In

This open house public meeting is your opportunity to talk with Navy representatives and subject matter experts on the Draft Environmental Impact Statement (EIS).

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





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Welcome

Welcome to your public meeting for the United States Navy Draft *EIS for EA-18G "Growler" Airfield Operations at Naval Air Station (NAS) Whidbey Island Complex*. A range of alternatives has been developed for analysis in the EIS. **No decisions about a preferred alternative have been made.**

The official comment period for the Draft EIS began when the Navy published a Notice of Availability in the *Federal Register* on November 10, 2016. The Draft EIS evaluates the potential environmental effects associated with the proposed addition of 35 or 36 Growler aircraft to the NAS Whidbey Island complex. **To ensure your comments are considered in the Final EIS, please submit them by January 25, 2017.**

The Navy is requesting and welcomes public comments on the Draft EIS during an extended comment period lasting 75 days, from November 10, 2016, to January 25, 2017. During the public review period, you can provide comments on the Draft EIS in four ways:

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

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

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Public Meeting Guide

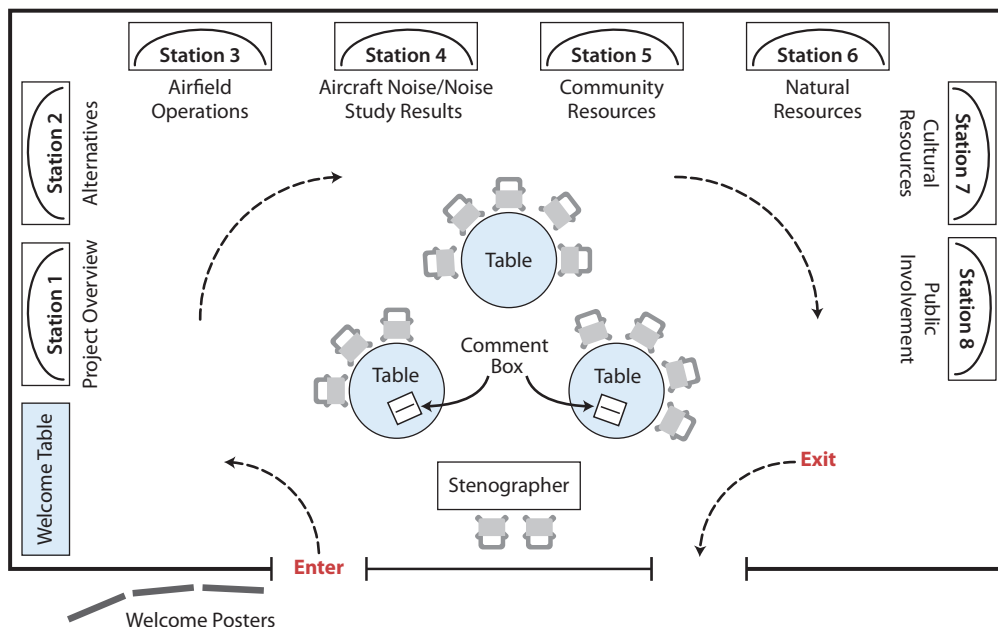
Thank you for attending today’s public meeting for the Draft EIS. This meeting is an open-house format designed to allow you to speak directly to Navy representatives and experts about the areas analyzed in the Draft EIS and to have your individual questions answered.

Please review the displays located throughout the open house, talk with our representatives, and then provide us with your comments. Navy representatives are here today to explain the project, answer your questions, and describe the environmental impact analysis and related project timeline.

Space has been set aside to provide you with an area to write and submit your comments or to speak with a stenographer who will record your comments. You may also take a comment sheet home with you and mail your written comments to us or provide comments online through the project website. You may submit comments through the end of the public review period on January 25, 2017.

General Room Layout for Open House Public Meeting

The room layout below provides a general representation of the flow of the poster stations. Some poster stations include supplemental materials, such as smaller easel posters and videos, meant to provide additional useful information and foster interaction with Navy representatives.



This booklet provides information on the Draft EIS.

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What is the Navy Proposing?

The U.S. Department of the Navy (Navy), beginning as early as 2017, proposes to:

- continue and expand existing EA-18G “Growler” operations at the Naval Air Station (NAS) Whidbey Island complex, which includes field carrier landing practice (FCLP) by Growler aircraft that occurs at Ault Field and Outlying Landing Field (OLF) Coupeville
- increase electronic attack capabilities by adding 35 or 36 aircraft to support an expanded U.S. Department of Defense (DoD) mission for identifying, tracking, and targeting in a complex electronic warfare environment
- construct and renovate facilities at Ault Field to accommodate additional Growler aircraft
- station additional personnel and their family members at the NAS Whidbey Island complex and in the surrounding community

When Will the Proposed Action Occur?

After completion of the EIS process and issuance of a Record of Decision (ROD), construction of new and improved facilities could begin as early as 2017. Personnel and aircraft would arrive incrementally, as aircraft are delivered by the manufacturer, personnel are trained, and families relocate to the area, until the Proposed Action is complete in the 2021 timeframe.

Why Is the Navy Proposing this Action?

- The purpose of the Proposed Action is to augment the Navy’s existing Electronic Attack community at the NAS Whidbey Island complex by operating additional Growler aircraft as appropriated by Congress. The Navy needs to effectively and efficiently increase electronic attack capabilities in order to counter increasingly sophisticated threats and provide more aircraft per squadron in order to give operational commanders more flexibility in addressing future threats and missions.
- The need for the Proposed Action is to maintain and expand Growler operational readiness to support national defense requirements under Title 10, United States Code, Section 5062.

Why NAS Whidbey Island?

- NAS Whidbey Island is a Navy Center of Excellence, supporting every aspect of the Navy’s Airborne Electronic Attack mission for more than 40 years.
- The nation has invested heavily in infrastructure and training areas in the region.
- OLF Coupeville, an integral part of operations at Ault Field, is designed to provide the most realistic training for FCLP.

Three Types of Growler Squadrons Support the Airborne Electronic Attack Mission for DoD:

- **carrier squadrons**, which deploy on aircraft carriers and conduct periodic FCLP to requalify to land on aircraft carriers
- **expeditionary squadrons**, which deploy to overseas land-based locations and therefore do not normally require periodic FCLP prior to deployment
- the **training squadron**, also known as the Fleet Replacement Squadron, which is responsible for “post-graduate” training of newly designated Navy pilots and Naval Flight Officers, including those returning to flight status after non-flying assignments or those transitioning to a new aircraft for duty in the Fleet

Project Overview



The Department of Defense identified the need, and Congress purchased additional Growler aircraft.

What Is the Navy Proposing?

- Continue and expand existing EA-18G "Growler" operations at Ault Field and Outlying Landing Field (OLF) Coupeville
- Add 35 or 36 aircraft to counter advanced threats
- Construct and renovate facilities at Ault Field
- Add additional personnel and families

When Will the Proposed Action Occur?

- Arrival of new personnel and operational aircraft is expected to begin as early as 2017, continuing over time until the action is complete.
- All personnel and aircraft are expected to be in place by 2021.

Why NAS Whidbey Island?

- *Navy Center of Excellence for Electronic Attack community for more than 40 years*
- The nation has invested heavily in infrastructure and training areas in the region.
- The Growler community is comprised of carrier-based, land-based, and training squadrons.



The Navy is assuming the Electronic Attack mission for all the Department of Defense.

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





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

The action alternatives assessed in this EIS consist of force structure and operational changes to support an expanded U.S. Department of Defense (DoD) capacity and include variations of the following factors:

- number of aircraft assigned per squadron
- number of expeditionary squadrons
- number of personnel
- distribution of aircraft operations at Ault Field and OLF Coupeville (scenarios A, B, and C for each action alternative)

The three action alternatives (1, 2, and 3), in combination with the three operational scenarios (A, B, and C), **provide a total of nine operational alternatives** that are fully evaluated in the Draft EIS. The Secretary of the Navy will be able to select an alternative/scenario combination after considering mission requirements, economic factors, and environmental considerations presented in the EIS.

No Action Alternative: Under the No Action Alternative, the Proposed Action would not occur; this means the Navy would not operate additional Growler aircraft, would not add additional personnel at Ault Field, and no construction associated with the Proposed Action would occur. The No Action Alternative establishes a baseline against which the Proposed Action and its alternatives may be measured. For this EIS, the Navy analyzes the year 2021 as the representative year for the No Action Alternative because it represents conditions when events at Ault Field for aircraft loading, facility and infrastructure assets, personnel levels, and number of aircraft unrelated to the Proposed Action are expected to be fully implemented and complete. Therefore, with these other actions complete, the analysis isolates the impacts of this Proposed Action of adding additional Growler aircraft and personnel and associated construction.

Alternatives and Operational Scenarios

Action Alternative 1: Expand carrier capabilities by adding three additional aircraft to each of the existing nine carrier squadrons and augmenting the Fleet Replacement Squadron (FRS) with eight additional aircraft (a net increase of 35 aircraft). Alternative 1 would add 371 Navy personnel and an estimated 509 dependents to the region.

Action Alternative 2: Expand expeditionary and carrier capabilities by establishing two new expeditionary squadrons, adding two additional aircraft to each existing carrier squadron, and augmenting the FRS with eight additional aircraft (a net increase of 36 aircraft). Alternative 2 would add 664 Navy personnel and an estimated 910 dependents to the region.

Action Alternative 3: Expand expeditionary and carrier capabilities by adding three additional aircraft to each of the three existing expeditionary squadrons, adding two additional aircraft to each existing carrier squadron, and augmenting the FRS with nine additional aircraft (a net increase of 36 aircraft). Alternative 3 would add 377 Navy personnel and an estimated 894 dependents to the region.

Scenario A: Twenty percent of all field carrier landing practice (FCLP) operations would be conducted at Ault Field, and 80 percent of all FCLP operations would be conducted at OLF Coupeville.

Scenario B: Fifty percent of all FCLP operations would be conducted at Ault Field, and 50 percent of all FCLP operations would be conducted at OLF Coupeville.

Scenario C: Eighty percent of all FCLP operations would be conducted at Ault Field, and 20 percent of all FCLP operations would be conducted at OLF Coupeville.

Scenarios are based on the distribution of FCLPs between Ault Field and OLF Coupeville. The FCLP percentages for each scenario that are expressed in this analysis are intended to analyze levels of total aircraft operations. The percentages are not intended to provide a firm division of FCLPs between airfields.



Alternatives

All alternatives include an increase in aircraft, operations, and personnel.

Summary of Alternatives

The Draft Environmental Impact Statement (EIS) analyzes distribution of Growler operations between Ault Field and Outlying Landing Field (OLF) Coupeville for each alternative.

Each alternative evaluated a different combination of squadron types.

Squadron type determines field carrier landing practice (FCLP) and personnel requirements.

EIS Alternative	Growler Aircraft Loading		Total FCLP Operations	Total Growler Personnel	Dependents			
	Squadrons	Aircraft						
No Action Alternative	9 carrier	45	20,800	4,104	5,627			
	1 training	17						
	3 expeditionary	15						
	1 reserve	5						
Alternative 1 (+35 Growler aircraft)	9 carrier	72	43,900	4,475	6,136			
	1 training	25				(+23,100)	(+371)	(+509)
	3 expeditionary	15						
	1 reserve	5						
Alternative 2 (+36 Growler aircraft)	9 carrier	63	42,000	4,768	6,537			
	1 training	25				(+21,200)	(+664)	(+910)
	5 expeditionary	25						
	1 reserve	5						
Alternative 3 (+36 Growler aircraft)	9 carrier	63	41,900	4,481	6,144			
	1 training	26				(+21,100)	(+377)	(+517)
	3 expeditionary	24						
	1 reserve	5						

Operational Scenarios

The EIS evaluates three operational scenarios for each of the three action alternatives for a total of nine alternatives analyzed.

Scenarios are based on the distribution of FCLP operations between Ault Field and OLF Coupeville. There is a proposed increase in operations from 88,600 to 130,000 operations per year.

Comparison of FCLP Operations by Alternative at the Naval Air Station (NAS) Whidbey Island Complex

Alternative	Ault Field	OLF Coupeville	Total FCLP Operations
No Action Alternative	14,700	6,100	20,800
Action Alternative 1			
Scenario A (20/80% FCLP Split)	8,700	35,100	43,800
Scenario B (50/50% FCLP Split)	21,900	21,900	43,800
Scenario C (80/20% FCLP Split)	35,100	8,800	43,900
Action Alternative 2			
Scenario A (20/80% FCLP Split)	8,400	33,600	42,000
Scenario B (50/50% FCLP Split)	21,000	21,000	42,000
Scenario C (80/20% FCLP Split)	33,600	8,400	42,000
Action Alternative 3			
Scenario A (20/80% FCLP Split)	8,400	33,500	41,900
Scenario B (50/50% FCLP Split)	21,000	20,900	41,900
Scenario C (80/20% FCLP Split)	33,500	8,300	41,800

The FCLP training percentages for each scenario that are expressed in this analysis are intended to analyze levels of operations at Ault Field and OLF Coupeville. The percentages are not intended to provide a firm division of FCLP training between airfields. Training requirements may require FCLP operations that fall within a range of these percentages.

The Navy has not yet identified a preferred alternative; the Final EIS will identify the preferred alternative.

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



Environmental Consequences

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

The following topics are evaluated in the Draft EIS:

- **Airspace and Airfield Operations**
- **Noise Associated with Aircraft Operations**
 - Noise Contours
 - Supplemental Metrics
 - Literature Review of Non-Auditory Health Effects
- **Public Health and Safety**
 - Flight Safety
 - Bird/Animal Aircraft Strike Hazard (BASH)
 - Clear Zones and Accident Potential Zones
- **Air Quality**
 - Criteria Pollutant Emissions
- **Land Use**
 - Land Use Analysis
 - Recreation and Wilderness
- **Cultural Resources**
 - Archaeological Resources
 - Architectural Resources
- **American Indian Traditional Resources**
- **Biological Resources**
 - Terrestrial Wildlife
 - Marine Species
 - Endangered Species Act-listed Species
- **Water Resources**
- **Socioeconomics**
 - Population
 - Economy, Employment, and Income
 - Housing, Schools, and Community Services
- **Environmental Justice**
- **Transportation**
- **Infrastructure (Utilities and Public Works)**
- **Geological Resources**
 - Topography/Geology
 - Seismic Activity Events
 - Soils
- **Hazardous Materials and Wastes**
- **Climate Change and Greenhouse Gases**

Airfield Operations

Alternative 1 proposes a net increase of 35 Growler aircraft, while Alternatives 2 and 3 propose a net increase of 36 Growler aircraft. Airfield operations may include aircraft arrivals and departures, interfacility flights, and closed-loop flights (such as FCLP). Under the Proposed Action:

- Annual airfield operations at the NAS Whidbey Island complex would increase by approximately 46 percent (Alternatives 2 and 3) to 47 percent (Alternative 1) over the No Action Alternative.
- The increase in total annual airfield operations would range from approximately 40,100 (Alternative 3, Scenarios B and C) to 41,400 (Alternative 1).
- The increase in annual airfield operations at Ault Field would range from 12,300 (Alternative 1, Scenario A) to 38,700 (Alternative 1, Scenario C)
- The increase in annual airfield operations at OLF Coupeville would range from 2,200 (Alternative 3, Scenario C) to 29,000 (Alternative 1, Scenario A).

These operational conditions would be similar to historical flight operational conditions experienced in the 1970s, 1980s, and 1990s for the NAS Whidbey Island complex. Ault Field and OLF Coupeville meet all the operational requirements and have sufficient capacity under routine operating conditions to support the airfield operations of the additional Growler aircraft proposed. Airfield operations at Ault Field may experience scheduling difficulty under Scenario C of all three of the action alternatives because approximately 80 percent of FCLPs would be conducted at Ault Field under that scenario. When more FCLPs are flown at Ault Field, other flights and aircraft training operations occurring at Ault Field are restricted or delayed. This would cause more people off base to be affected because training is extended later into the night, and more aircraft are held in larger or extended flight patterns while FCLP is conducted.

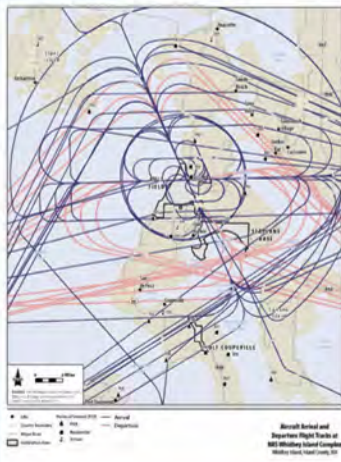
For more information on airspace and airfield operations, please see sections 3.1 and 4.1 in the Draft EIS.

Airfield Operations

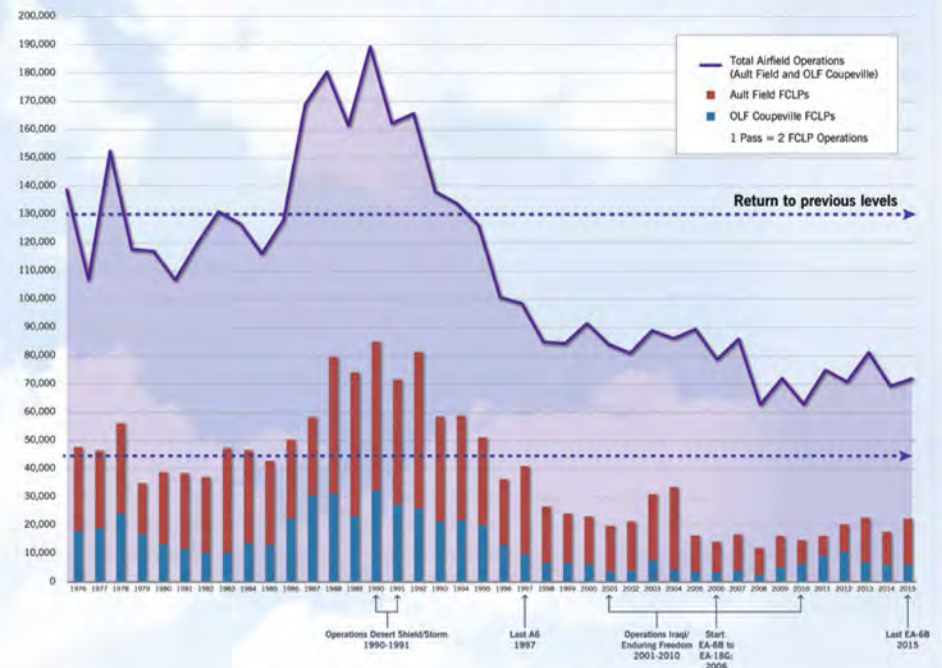


Airfield Operations

- The proposed increase in aircraft/aircrews would result in an increase from approximately 88,600 operations/year to 130,000 operations/year.
- The proposed increase in operations would be similar to previous operations numbers in the 1970s, 1980s, and 1990s.
- The Naval Air Station (NAS) Whidbey Island complex has sufficient airfield and airspace capacity.
- Aircraft would be seen more frequently while using the same flight patterns/parameters.
- Ault Field schedule congestion possible, especially with the majority of field carrier landing practice (FCLP) operations at Ault Field:
 - Potential for more airborne aircraft in holding patterns and extended landing patterns
 - Potential for flight operations to be extended later into the night
- Outlying Landing Field (OLF) Coupeville is ideal for conducting FCLP training:
 - Analyzed pattern based on EA-18G carrier landing performance requirements and 30/70 split runway usage for Runways 14 and 32 based on prevailing winds



Previous Airfield Operations for Ault Field and OLF Coupeville



Hours of FCLP at OLF Coupeville during 2015



Days of FCLP at OLF Coupeville during 2015



EA-18G Growler – Critical to U.S. National Security



- After retirement of the EA-6B, the EA-18G "Growler" is the Department of Defense's only tactical electronic attack aircraft.
- NAS Whidbey Island-based Growlers are deployed globally to protect U.S. and allied military forces throughout the world.
- Growlers perform a key role in every major combat action, are vital to the effectiveness of our military forces, and are an active deterrent.
- The Department of Defense has identified a need for additional Growler aircraft to provide the required capacity to counter advanced threats.

EA-18G Growler Mission

Protect and defend U.S. and coalition military forces by denying, degrading, and delaying the enemy's use of the electromagnetic spectrum.

- The electromagnetic spectrum includes radio frequency waves from T.V. and radio stations, cell phones, radars, etc.
- Advanced threat weapon systems use radio frequencies to find and attack (guide weapons to) targets.
- The Growler locates and prevents these systems from attacking U.S. and allied military forces.

People and Assets Protected by EA-18G Growler Aircraft

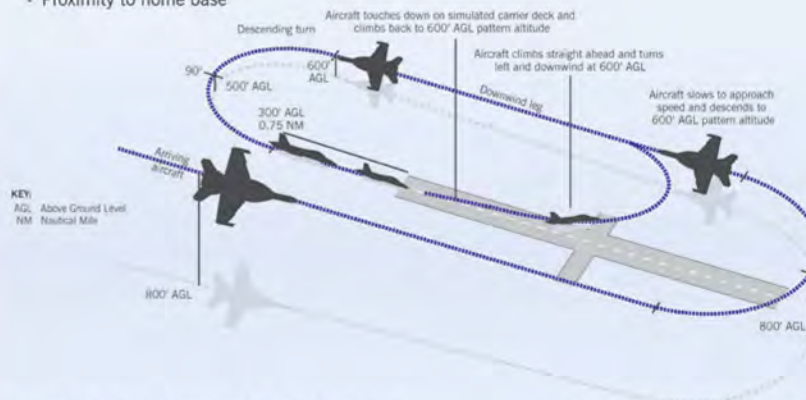


For more information, please visit the project website at whidbeyeb.com

Field Carrier Landing Practice

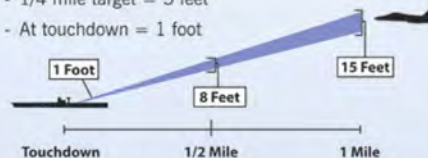


- Building block of carrier operations
 - Training required to ensure pilots can safely land on a carrier—one of the hardest tasks in aviation
- Outlying Landing Field (OLF) Coupeville is the best location for Growler field carrier landing practice (FCLP)
 - Most realistic pattern
 - Geography and pattern altitude most closely replicate carrier landing
 - Favorable terrain and lighting
 - No interference from other aircraft during FCLPs
 - Proximity to home base



Carrier Landings Require Skill and Precision

- Pilots must "thread the needle" of a moving target while traveling at 150 miles per hour
- Day/night, in any weather
 - Target "window" at 1 mile = 15 feet
 - 1/2 mile target = 8 feet
 - 1/4 mile target = 5 feet
 - At touchdown = 1 foot



Modeled Day/Night FCLP Flight Tracks at OLF Coupeville



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

Noise Associated with Aircraft Operations

The Proposed Action and alternatives will result in new areas impacted by noise that are not currently within the 65 decibel (dB) day-night average sound level (DNL) noise contour generated by Navy aircraft operations. Although some of these areas are over water, others are over land and would therefore result in additional people living within the 65 dB DNL noise contour. The number of additional people who are estimated to be within the 65 dB DNL noise contour ranges from a high of 2,514 (Alternative 1, Scenario C) to a low of 1,651 (Alternative 2, Scenario A) for the entire NAS Whidbey Island complex.

Additionally, supplemental metrics were used to identify potential impacts from noise exposure that could be realized under the action alternatives. These include additional events of indoor and outdoor speech interference, an increase in the number of events causing classroom/learning interference, an increase in the probability of awakening, and an increase in the population that may be vulnerable to a potential hearing loss of 5 dB or more.

The decibel (dB) is a logarithmic scale used to represent a sound level. **Day-night average sound level (DNL)** is a 24-hour cumulative noise metric. 10 dB is added to noise events occurring between 10:00 PM and 7:00 AM.

It is Commanding Officer, NAS Whidbey Island policy to conduct required training and operational flights with as minimal impact as possible, including noise, on surrounding communities. All aircrews using NAS Whidbey Island are responsible for the safe conduct of their mission while complying with published course rules, established noise-abatement procedures, and good common sense. Each aircrew must be familiar with the noise profiles of its aircraft and is expected to minimize noise impacts without compromising operational and safety requirements.

For more information on noise associated with aircraft operations, please see sections 3.2 and 4.2 of the Draft EIS.





Aircraft Noise Assessment

Day-night average sound level (DNL) is the federal standard for determining community noise impacts.

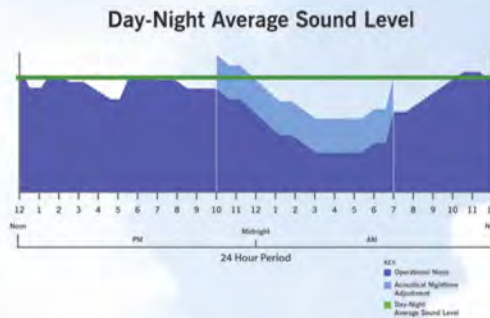
Quantifying Noise

Basics of Sound and the A-weighted Sound Level

- The decibel (dB) is a logarithmic scale used to represent a sound level.
- Environmental noise measurements utilize an “A-weighted” scale, to approximate human hearing frequency sensitivity.

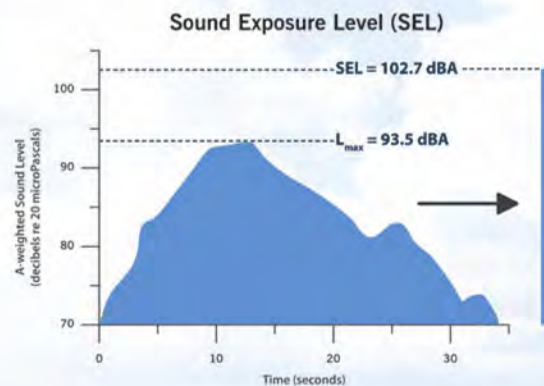
Day-Night Average Sound Level

- Used to determine long-term community response to aircraft noise and land-use compatibility
- A 24-hour cumulative noise metric
- 10 dB is added to noise events occurring between 10 p.m. and 7 a.m. to reflect the increased disruption caused by nighttime noise.



Sound Exposure Level (SEL)

- Represents the total noise energy of a single event, such as a flyover, as if it occurred in one second



Maximum A-Weighted Sound Level (L_{max})

- Maximum sound level reached during an event

Noise Modeling

- Based on aircraft noise measurements
- Allows for analysis of proposed future operations over an entire year
- Computer modeling input:
 - Aircraft type
 - Number of operations
 - Flight tracks
 - Engine power settings
 - Aircraft speed
 - Terrain
 - Temperature
 - Altitude
 - Relative humidity
 - Engine maintenance testing

Model output:

- DNL contours
- Less than 65 dB DNL is generally considered compatible for most uses
- 65 dB DNL and greater is not recommended for residential uses

Noise Assessment

- Analyzed DNL noise contours for areas surrounding Ault Field and Outlying Landing Field (OLF) Coupeville
- Studied 30 specific points of interest representing schools, residential areas, and parks for additional analysis:
 - Sleep disturbance
 - Indoor and outdoor speech interference
 - Classroom/learning interference
- Assessed risk of hearing loss



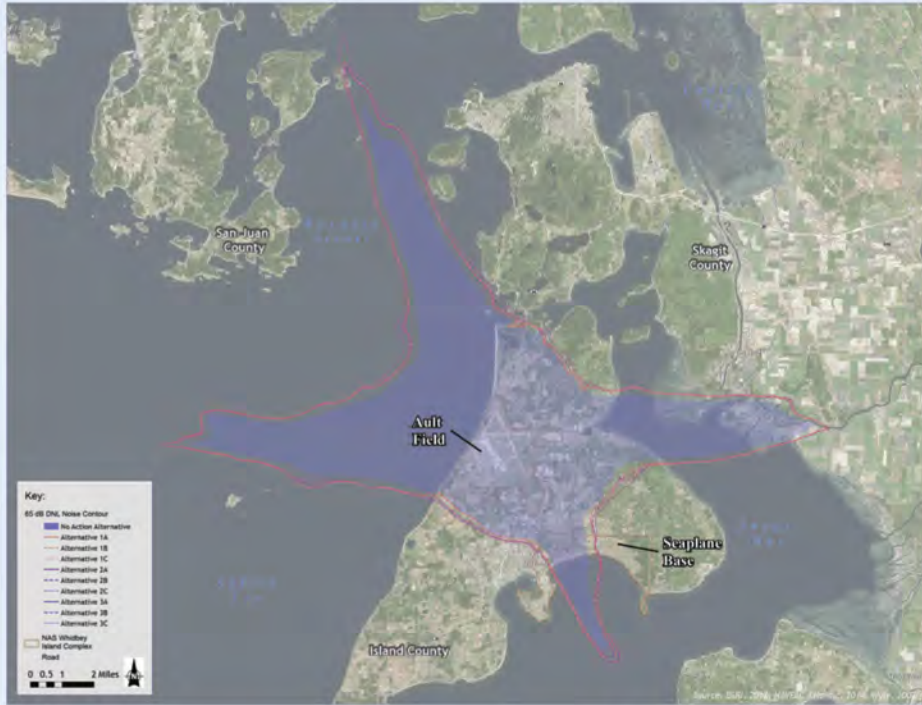
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FCLPs conducted at Ault Field impact more people than FCLPs conducted at OLF Coupeville.

Dec 2016

Noise Study Results

Day-Night Average Sound Level (DNL) Contours at Ault Field



Ault Field

- The "A" scenario for each alternative would have the least increase in population within the 65 decibel (dB) DNL noise contour.
- The "C" scenario for each alternative would have the greatest increase in population within the 65 dB DNL noise contour.

Estimated Population within the 65 dB DNL Noise Contour at Ault Field

No Action	Alternatives/ Scenarios	Difference
8,717	1A	9,159 +442
	1B	10,044 +1,327
	1C	10,696 +1,979
	2A	9,112 +395
	2B	9,978 +1,261
	2C	10,502 +1,785
	3A	9,116 +339
	3B	9,989 +1,272
	3C	10,483 +1,766

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

Dec 2016

Noise Study Results

Day-Night Average Sound Level (DNL) Contours at Outlying Landing Field (OLF) Coupeville



OLF Coupeville

- The "C" scenario for each alternative would have the least increase in population within the 65 decibel (dB) DNL noise contour.
- The "A" scenario for each alternative would have the greatest increase in population within the 65 dB DNL noise contour.

Estimated Population within the 65 dB DNL Noise Contour at OLF Coupeville

No Action	Alternatives/ Scenarios	Difference
2,316	1A	3,632 +1,316
	1B	3,255 +939
	1C	2,851 +535
	2A	3,572 +1,256
	2B	3,200 +884
	2C	2,828 +512
	3A	3,600 +1,284
	3B	3,237 +921
	3C	2,842 +526

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

Noise Study Results

Supplemental Noise Metrics



Supplemental noise analyses evaluated noise effects at 30 points of interest.

Points of Interest

- Include residential areas, parks, and schools
- 30 points of interest were identified based on their proximity to Ault Field and Outlying Landing Field (OLF) Coupeville and existing overflight areas, and input received during public scoping.



Representative Points of Interest in the Vicinity of NAS Whidbey Island Complex

Supplemental Noise Metrics

The results of this analysis for supplemental metrics vary depending on the scenario and the annual operations modeled, as well as the locations of the points of interest with respect to the airfields and flight tracks.

Speech Interference

Average number of events per hour affecting speech comprehension

- Indoor events (using the residential and school points of interest) would increase up to an additional 4 events per hour.
- Outdoor events (using the park points of interest) would increase up to an additional 3 events per hour.

Classroom/Learning Interference

Average number of learning-disrupting events per hour during the school day

- Classroom/learning interference events would increase up to an additional 2 events per hour.

Sleep Disturbance

Analyzed the probability of awakening from aircraft overflights between 10 PM and 7 AM

- The probability of awakening would increase by up to 48 percent at some locations.

Potential Hearing Loss

An evaluation of the risk of potential hearing loss for populations in the areas around the Naval Air Station (NAS) Whidbey Island complex was conducted.

This is a very conservative evaluation because the analysis assumes individuals are exposed continuously to aircraft noise every day, for 8 hours per day, for 40 years starting at age 20.

It is **highly unlikely** that individuals would experience noise exposure that results in hearing loss because few if any people would meet hearing loss criteria.





Aircraft Noise and Health

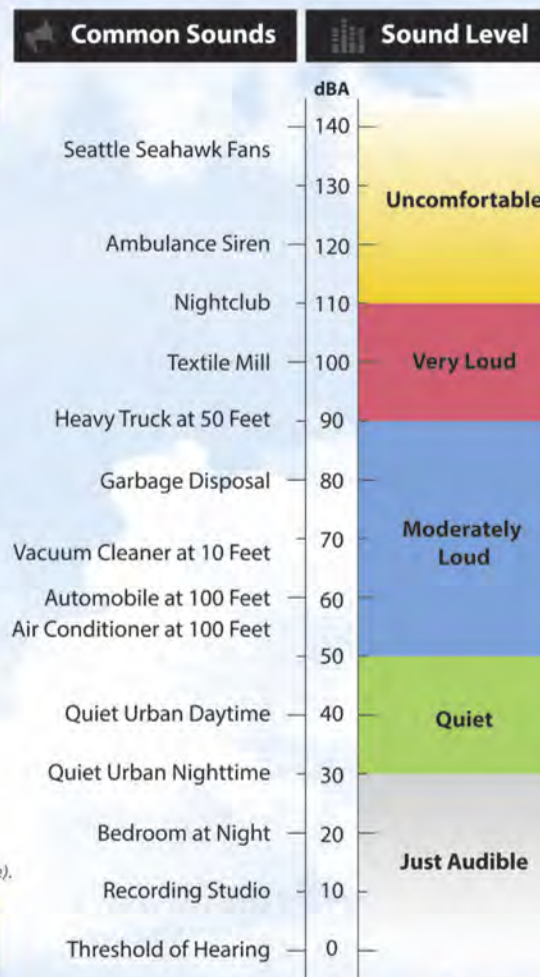
Nonauditory Health Effects

The Navy examined best available science to assess whether there are nonauditory health effects from transient aircraft noise.

- Current science has not made a conclusive link between intermittent aircraft noise and long-term health effects.
- An individual's health is influenced by many factors, including:
 - Genetics
 - Smoking
 - Lifestyle and Stressors
 - Exercise
 - Diet
 - Medical History
- Intermittent aircraft noise can disrupt conversations and sleep and be an annoyance.
- Most studies focus on very busy commercial airports conducting 300,000 or more operations per year.
- Military airfields have intermittent levels of operation with periods of no aircraft activity (no aircraft noise) followed by periods of aircraft activity.
 - In 2015, Outlying Landing Field Coupeville supported 6,120 field carrier landing practices (FCLPs)* — **active 34 days for a total of 91 hours** (about 1% of the year).
 - Under the Proposed Action, there would be up to approximately 43,900 FCLPs* at the Naval Air Station (NAS) Whidbey Island complex — **active about 650 hours** each year (about 8% of the year).

*Each FCLP accounts for approximately two operations (one arrival and one departure).

There is no definitive scientific evidence that intermittent aircraft noise contributes to long-term health effects



Hearing Effects

- What makes a noise hazardous? Exposure time + loudness
- Hazardous noise exposure is dose related. The longer and louder the dose of noise, the greater the risk of hearing damage. Increasing the time between doses can allow the ear to recover, reducing the risk of hearing damage.
- Standards for assessing hearing loss are derived from research on daily workplace noise exposure over a 40-year working lifetime.
- Analysis of the potential for hearing loss is required by the Department of Defense where exposure reaches or exceeds 80 decibels (dB) DNL (Day-night average sound level).
- An evaluation of the risk of potential hearing loss for populations in the areas around the NAS Whidbey Island complex was conducted.
 - The results of the analysis show a range of potential noise induced permanent threshold shift (NIPTS; i.e., hearing loss) up to approximately 9 dB for a single individual.
 - Changes in hearing sensitivity of less than 5 dB are generally not noticeable.
 - A limitation to the potential hearing loss analysis is that the results only apply for individuals with outdoor exposure to all aircraft activity occurring over a period of 40 years.
- People are inside on average 87% of each day (21 hours). This will decrease noise exposure by 15 to 25 dB.
 - Outdoor noise exposures are limited due to time spent indoors and because aircraft operations are intermittent.
 - Due to these factors, it is highly unlikely that individuals would experience noise exposure that results in hearing loss.

Noise levels will increase with all proposed alternatives, but the Navy does not anticipate that individuals would experience hearing loss



Community Resources

It is a priority for the Navy to promote the well-being of individuals residing in the communities surrounding its installations.



Land Use

Recreation

- Analyzed 22 federal, state, and local parks and public recreation areas
- Increases in daytime noise events with maximum sound levels above 65 decibels (dB) would range from 1 to 4 events per hour at different parks when aircraft are operating.
- Intermittent, localized effects on recreation during aircraft operations
- Scenarios may have beneficial impacts on different parks based on operational distributions between Ault Field and Outlying Landing Field (OLF) Coupeville.
- Greatest impact to either Driftwood Park or Oak Harbor Dog Park depending on alternatives and scenarios.

Wilderness Areas

- No designated wilderness areas and Bureau of Land Management-owned lands with wilderness characteristics are within the 65 dB day-night average sound level (DNL) noise contours under all alternatives; no impacts.

Socioeconomics

- Positive direct and indirect economic impacts resulting from increase in military payroll and construction spending
- Increase in local population between <1% and 2% in Island County and Skagit County
- The community may need additional housing, especially under Alternative 2.
- Increase in local government tax revenues ranging from approximately \$235,000 to \$421,000 for Island County and \$60,000 to \$105,000 for Skagit County

Community Services

- Schools may need additional teachers and classrooms to accommodate 191 to 341 new students, depending on the alternative selected.
- Impacts on Oak Harbor School District would be significant; impacts on Coupeville and Anacortes school districts would be minor.
- Local medical, fire and emergency, and police services would be able to accommodate increased need.

Transportation and Infrastructure

- Construction and transition of new personnel would increase traffic on local roads and highways.
- Long-term increase in traffic would be moderate.
- Existing and future capacity is expected to address increased demand for water, wastewater, stormwater, solid waste, energy, and communications.

Community Resources

Land Use. Each of the action alternatives would result in an increase in the land area within the projected greater than 65 dB DNL noise contours (range of 14 percent to 19 percent). Under all action alternatives and scenarios, the Proposed Action would have no impact to on-station or regional land use, but it would have an impact on regional land use controls. Land within the conceptual Accident Potential Zones (APZs) at OLF Coupeville would increase under Scenarios A and B of each action alternative. Conceptual APZs at OLF Coupeville would impact 1,301 acres of residential land under Scenario A and 503 acres under Scenario B under all three action alternatives, if developed. If warranted and depending upon the alternative and scenario selected, the APZs could be updated by completing a Navy Air Installations Compatible Use Zones (AICUZ) document update and coordinating with local communities to provide appropriate new land use recommendations as necessary, which could impact regional land use controls.

With regard to **recreation and wilderness areas**, there would be minor impacts from use of recreation areas as a result of increased demand under all alternatives. Due to increased noise exposure from Growler operations, a range of impacts from long-term minor to moderate would be expected at federal, state, and local parks located within the greater than 65 dB DNL noise contours. Alternative 1, Scenarios A and B; Alternative 2, Scenarios A and B; and Alternative 3, Scenarios A and B would have localized, significant impacts on a county park (Driftwood Park) as a result of increased annual average noise levels. Alternative 3, Scenario C, would have localized significant impacts on a municipal park (Oak Harbor Off-leash Dog Park) as a result of increased annual average noise levels. Alternative 1, Scenario C, and Alternative 2, Scenario C, would have no significant impacts on the management or use of recreational areas. No Congressionally designated wilderness areas or Bureau of Land Management-owned lands with wilderness characteristics would be within the greater than 65 dB DNL noise contours under any alternative.

Hazardous Waste and Materials. The current types of hazardous materials and wastes used at NAS Whidbey Island would increase in quantity but would be managed under existing law and Navy regulation and management practices. The existing practices and strategies would successfully manage the use and disposal of these materials.

Socioeconomics. Construction impacts would result in temporary and positive impacts to the local economy and on local government tax receipts. The increase in personnel would result in positive impacts to the local economy and on local government tax receipts. The Proposed Action would have minor impacts on the local and regional population. Under Alternative 2, the regional housing supply may not have sufficient vacancies, causing a moderate impact on the housing market. Under Alternatives 1 and 3, regional housing is sufficient to handle the increase in demand, resulting in a minor impact on housing. Under all three alternatives, local school districts, particularly the Oak Harbor School District, would experience an increase in enrollment. The increased enrollment at the Oak Harbor School District would contribute to additional overcrowding. Minimal to no impact is expected on medical, police, and fire services under all three alternatives.

Environmental Justice. Under all alternatives and scenarios, there are minority populations and low-income populations living within the affected environment. The Navy has concluded that impacts do not disproportionately impact environmental justice communities when compared to other communities.

Transportation and Infrastructure. Construction and transition of new personnel would result in increased traffic on and off the installation, but roadways would be able to handle the increase. Increase in gate traffic may result in queuing of vehicles, but this would be limited to peak hours. No significant increase in use of transit, pedestrian, and bicycle facilities would occur. Increased consumption or demand would occur for water, wastewater, stormwater, solid waste management, energy, and communications systems from the increase in population that would be spread throughout Island and Skagit Counties. Existing and future capacity is expected to handle the increases in demand. New facilities under each alternative would also result in increased demand for infrastructure resources on station.

For more information on community resource impacts, please see sections 4.5, 4.10, 4.11, 4.12, 4.13, and 4.15 in the Draft EIS



Natural Resources

Air Quality

- Construction impacts would be temporary and minor, and would not result in significant impacts on air quality.
- Operations would increase stationary and mobile emissions sources.
- Increased stationary sources would not require revisions to the Naval Air Station (NAS) Whidbey Island air permit and would have no significant impacts. Increases in mobile emissions may affect compliance with National Ambient Air Quality Standards.



Climate Change and Greenhouse Gases

- Climate change will continue to occur, resulting in global impacts, affecting Whidbey Island, Puget Sound and the Navy's priorities and mission.
- No significant impact on climate change or greenhouse gas emissions from the increase in aircraft operations
- The increase in greenhouse gas emissions from the action equates to less than 1% of all aircraft greenhouse gas emissions in Washington. Therefore, no significant impact on Washington state's greenhouse gas emission goals.
- The Department of Defense and Navy are actively engaging in reducing their greenhouse gas emissions and improving their resiliency to climate change.
- The Secretary of the Navy set goals to improve energy security, increase energy independence, and reduce the reliance on petroleum by increasing energy efficiency and the use of alternative energy.
- NAS Whidbey Island has implemented many sustainability strategies and programs at the NAS Whidbey Island complex, reducing overall facility energy usage by 40 percent between 2003 and 2015.

Biological Resources

No significant impacts from construction activities or operation of new aircraft. Construction activities and increased air operations would result in:

- Minimal habitat loss
- No significant increase in risk of striking avian wildlife
- Minor sensory disturbance effects; however, because local wildlife are already exposed to noise from air operations and have presumably habituated to it, they would not be significantly impacted



Bald Eagle

Endangered Species Act (ESA)-Listed Species

Common Name	Federal Status	Findings
Birds		
Marbled Murrelet	Threatened	The Proposed Action may affect the marbled murrelet, and the Navy will consult with the U.S. Fish and Wildlife Service.
Fish		
Bull Trout	Threatened	The Proposed Action may affect, but is not likely to adversely affect, the ESA-listed fish species.
Green Sturgeon	Threatened	
Eulachon	Threatened	
Chinook Salmon	Threatened	
Hood Canal Summer Run Chum	Threatened	
Puget Sound Steelhead	Threatened	
Bocaccio Rockfish	Endangered	
Canary Rockfish	Threatened	
Yelloweye Rockfish	Threatened	
Marine Mammals		
Humpback Whale	Endangered	The Proposed Action may affect, but is not likely to adversely affect, the ESA-listed humpback whale or southern resident killer whale.
Southern Resident Killer Whale	Endangered	



Marbled Murrelet



Humpback Whale

Natural Resources

Air Quality. Construction impacts would be temporary and minor, and would not result in significant impacts on air quality. Operations would result in an increase in stationary and mobile emissions sources. Increased stationary sources would not require revisions to the NAS Whidbey Island air permit and would have no significant impact. Changes in mobile emissions are not subject to permit requirements or emission thresholds; however, these emissions contribute to regional emission totals and may affect compliance with National Ambient Air Quality Standards. The region is currently in attainment for all National Ambient Air Quality Standards, and the Northwest Clean Air Agency continues to monitor ambient air emission levels to confirm continued compliance.

Climate Change and Greenhouse Gases. Climate change will continue to occur, resulting in global impacts, affecting Whidbey Island, Puget Sound and the Navy's priorities and mission. Federal, state, and local agencies, including the DoD, will continue to assess impacts and define adaptation and mitigation strategies to address them. The increase in greenhouse gas (GHG) emissions from the Proposed Action equates to less than 1 percent of all aircraft GHG emissions in Washington. Therefore, the GHG emissions from the Proposed Action should not have a significant impact on Washington's GHG emission goals.

Biological Resources. The minimal habitat loss from construction activities would not significantly impact terrestrial wildlife because construction is within the urban/industrial area of the installation and has habitat of poor quality. The Proposed Action would not impact marine habitat. Animals in the study area are already exposed to a high level of long-term aircraft operations and other human-made disturbances to which they have presumably habituated. Wildlife inhabiting the study area throughout the year increase the risk of an aircraft strike, but with the continued implementation of a bird-animal aircraft strike hazard plan, the Proposed Action would not significantly impact local wildlife populations. For Endangered Species Act-listed species, this EIS concludes that the Proposed Action may affect, but is not likely to adversely affect, the Southern Resident killer whale, humpback whale, bull trout, green sturgeon, eulachon, Chinook salmon, Hood Canal summer-run chum, steelhead, bocaccio rockfish, canary rockfish, and yelloweye rockfish. The

Proposed Action may affect the marbled murrelet. In accordance with the Endangered Species Act, the Navy will consult with the U.S. Fish and Wildlife Service and National Marine Fisheries Service, as appropriate. During construction, impacts on Migratory Bird Treaty Act-protected species would be largely avoided and minimized and would not rise to the level of take. The Navy has determined that the Proposed Action is not expected to result in injury or harassment of any marine mammal as defined by the Marine Mammal Protection Act.

Water Resources. There would be no significant impacts on water resources from construction activities or operation of new aircraft. No construction would extend to a depth that may impact groundwater resources, and there would be a minimal increase in demand for groundwater. There would be no direct impact on water quality because construction would not be occurring within resource areas. Potential indirect impacts on water quality due to stormwater runoff from 2 acres of new impervious surface at Ault Field (a 1-percent increase over existing conditions) would slightly increase stormwater flow. Impacts would be minimized and avoided through implementation of best management practices.

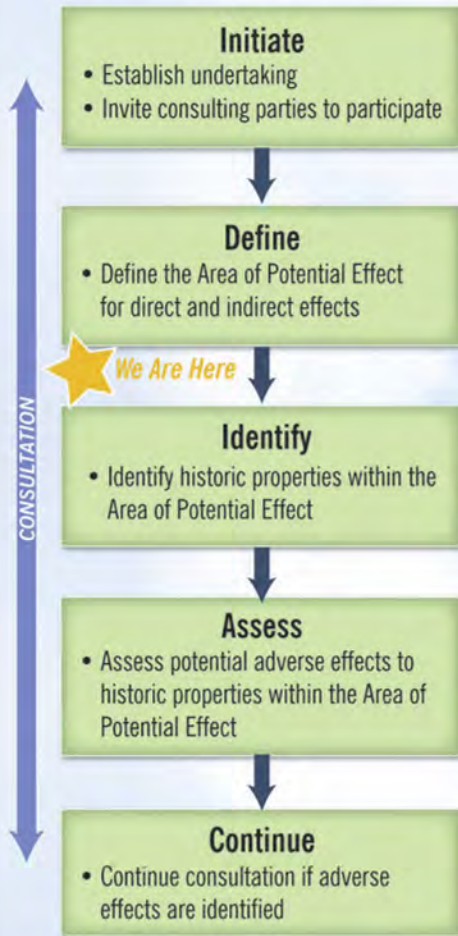
Geological Resources. Construction would not include clearing or blasting of earth or rock, and only minor grading activities would occur; therefore, no significant impacts on geologic resources would occur. There would be no impact on resistance to seismic events because all buildings constructed under the Proposed Action would be designed to conform to the seismic provisions of the Washington State Building Code, and a Spill Prevention, Control, and Countermeasure plan would be in place during construction. Impacts to soils during construction could include compaction and rutting from vehicle traffic and an increase in erosion, but impacts would be minimized through the use of best management practices.

For more information on natural resource impacts, please see Draft EIS sections 4.4, 4.8, 4.9, 4.14, and 4.16.



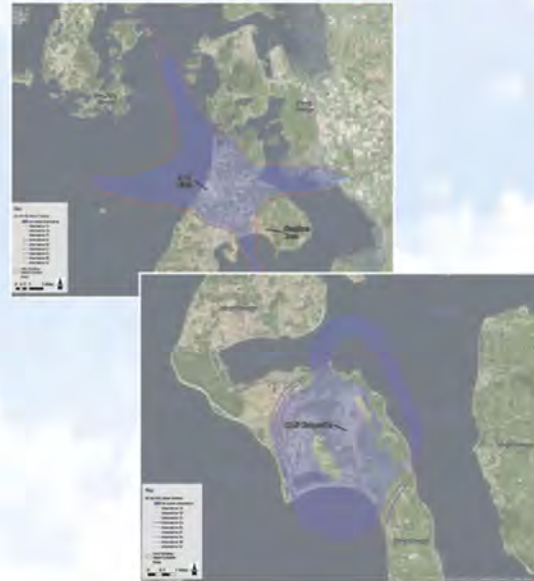
Cultural Resources and American Indian Traditional Resources

Section 106 Process



Section 106 Consultation

- Section 106 of the National Historic Preservation Act considers potential effects of an undertaking on historic properties.
- Section 106 consultation was initiated in October 2014 and is ongoing.
- The public is invited to comment at any time.



The Navy's proposed Area of Potential Effect for indirect effects uses the 65 decibel (dB) day-night average sound level (DNL) noise contours. The Navy will identify historic properties within the Area of Potential Effect and assess potential adverse effects.

Summary of Potential Effects to Cultural Resources

Potential direct and indirect effects to historic properties within the Area of Potential Effect may include:

- Ground disturbance
- Noise and vibration
- Changes in visual setting

The Navy anticipates no adverse effects to historic properties.



Summary of Potential Effects to American Indian Traditional Resources

The evaluation of impacts on American Indian traditional resources considers:

- 1) impacts to the traditional resource(s) itself, or
- 2) changes in access to federally secured off-reservation usual and accustomed fishing grounds and stations or for hunting and gathering on open and unclaimed lands.

The Navy anticipates no significant impacts to traditional resources resulting from the Proposed Action. The Navy has invited government-to-government consultation with potentially affected American Indian tribes and nations in order to more fully consider the extent of any potentially significant impacts to traditional resources.

Federal agencies have independent statutory obligations under the National Environmental Policy Act and National Historic Preservation Act. Both reviews help to ensure that our natural, cultural, and historic environment is given consideration in federal project planning. For this evaluation, the Navy is evaluating cultural resources/historic properties both under the National Environmental Policy Act and under Section 106 of the National Historic Preservation Act.

Cultural Resources and American Indian Traditional Resources

What is Section 106? Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, requires federal agencies to take into account the potential effects of their undertakings on historic properties. Historic properties are buildings, sites, districts, structures, or objects listed in, or eligible for listing in, the National Register of Historic Places (NRHP). Section 106 also requires federal agencies to consult with the State Historic Preservation Office (SHPO), American Indian tribes and nations, and interested parties (e.g., other federal agencies, communities, local interest groups, etc.).

Consultation does not mandate a specific outcome. Instead, it is the process of seeking, discussing, and considering the views of consulting parties to assist in the identification of historic properties in the project area and potential effects to those historic properties. Consultation was initiated in October 2014 and is ongoing.

Cultural Resources. Historic properties, buildings, sites, districts, structures, or objects including archaeological and architectural resources will be evaluated with regard to direct and indirect effects under NEPA and Section 106 of the NHPA. Section 106 is coordinated with NEPA to provide information within the EIS necessary to properly evaluate the impacts on historic properties and cultural resources. The EIS analyzes potential impacts and adverse effects on cultural resources as a result of ground disturbance, noise and vibration, and changes in the visual setting.

With regard to archaeological resources, we anticipate minimal to no impact would result to known archaeological sites within the area of potential effect. With regard to architectural resources, we anticipate potential direct and indirect effects during construction would be likely to occur to Building 2737 (Hangar 12); however, the hangar has been determined not eligible for listing in the NRHP under the Cold War Era historic context statement. Indirect effects, including noise, vibration, and changes in the visual setting, may be experienced in the immediate proximity of construction activities on Ault Field and in the area encompassed by the 65 dB DNL noise contour that would exist in 2021 as represented by the No Action Alternative. Minimal indirect effects are anticipated to occur under the Proposed Action with the operation of the additional Growler aircraft and from the new construction and expansion of facilities on station. We anticipate minimal to moderate indirect effects to occur to off-station historic properties during aircraft operations.

In accordance with Section 106 of the NHPA, the Navy is consulting with the Washington SHPO, the Advisory Council on Historic Preservation, American Indian tribes and nations, and consulting parties regarding historic properties. Additional consulting parties include:

- Town of Coupeville
- Citizens of Ebey's Reserve
- Trust Board of Ebey's Landing National Historical Reserve
- Island County Commissioners
- Island County Historical Society
- National Park Service
- City of Oak Harbor
- PBY Naval Air Museum
- Seattle Pacific University (Camp Casey)
- Washington State Parks Northwest Region Office
- Jamestown S'Klallam Tribe
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

American Indian Traditional Resources.

Implementation of the Proposed Action at NAS Whidbey Island is anticipated to have no significant impacts to American Indian traditional resources. In accordance with executive orders and DoD and Navy policies, the Navy invited the following federally recognized American Indian tribes and nations that could potentially be affected by the Proposed Action to evaluate whether government-to-government consultation is desired:

- Jamestown S'Klallam Tribe
- Lummi Tribe of the Lummi Reservation
- Samish Indian Nation
- Stillaguamish Tribe of Indians of Washington
- Suquamish Indian Tribe of the Port Madison Reservation
- Swinomish Indian Tribal Community
- Tulalip Tribes of Washington
- Upper Skagit Indian Tribe

For more information on cultural and American Indian traditional resources, please see Draft EIS sections 3.6, 3.7, 4.6, and 4.7



Public Involvement

Your participation in the Environmental Impact Statement (EIS) process is encouraged.

National Environmental Policy Act (NEPA) Process

- Enacted in 1969, NEPA requires all federal agencies to evaluate potential environmental impacts of any major actions they may propose and to inform and involve the public in the decision-making process.
- The training and mission needs of the Navy have changed over time; therefore, the need exists for this NEPA action.
- Your comments submitted on the Draft EIS will become part of the public record and will be addressed in the Final EIS.
- The Final EIS will be released to the public. Following a 30-day waiting period, the Secretary of the Navy will issue a Record of Decision.

Ways to Participate

Your input is essential to ensure the most informed decision is made. You are encouraged to participate in several ways:

- Review the Draft EIS
- Provide comments
- Sign up for our mailing list
- Check the project website for updates on the Final EIS and Record of Decision



How to Provide Comments on the Draft EIS

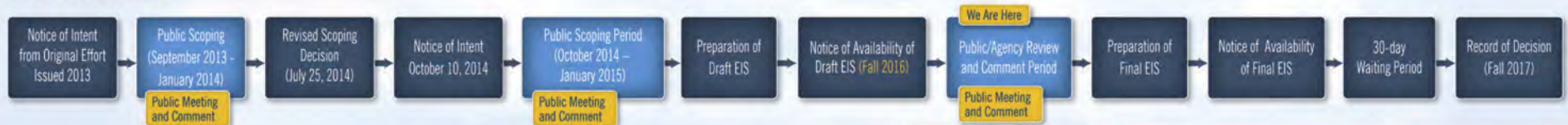
- Provide written comments at today's public meeting
- Provide verbal comments to the stenographer, who will record your comments at today's meeting
- Submit your comments on the project website at www.whidbeyeis.com
- Mail your written comments to:
EA-18G EIS Project Manager
Naval Facilities Engineering Command Atlantic
6506 Hampton Boulevard
Norfolk, VA 23508
Attn: Code EV21/SS

Comments must be postmarked, e-mailed, or faxed by midnight, January 25, 2017.

Thank you for attending the public meeting for the Draft EIS for EA-18G "Growler" Airfield Operations at Naval Air Station Whidbey Island Complex.

The names, street addresses, email addresses and screen names, telephone numbers, and other personally identifiable information of individuals who provide comments will be kept confidential and will not be released, unless otherwise specifically indicated by the commenter or as required by law. The city, state and 5-digit zip code of individuals who provide comments may be released.

EIS Schedule



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



Appendix M

Draft EIS Public Comment and Response Key

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M1 Introduction

The Navy would like to thank the elected officials, American Indian tribes and nations, federal regulatory and state resource agencies, business and community leaders, organizations, and individuals for taking the time to review the Draft Environmental Impact Statement (EIS), attend the public meetings, and submit comments on the Draft EIS. The public comment period and public meetings are an essential aspect of the environmental review process. This appendix to the *Final EIS for EA-18G "Growler" Airfield Operations at NAS Whidbey Island* contains comments on the Draft EIS. The public comment period ran from November 10, 2016, to February 24, 2017, and included five public meetings held in Port Townsend, Oak Harbor, Lopez Island, Anacortes, and Coupeville, Washington. The public comment period for the Draft EIS began on November 10, 2016, with publication of the Draft EIS Notice of Availability in the *Federal Register*. The initial deadline for public comment was January 25, 2017. Due to requests from the public, the Navy extended the public comment period to February 24, 2017. The Navy issued a press release with notification of the comment period extension on January 13, 2017, followed by an announcement of the extension of the public comment period published in the *Federal Register* on January 23, 2017, and January 24, 2017. Display advertisements with the public notice of the comment period extension were published in local newspapers from January 19, 2017, through January 25, 2017. In total, the public comment period comprised 105 days.

Comments collected during the Draft EIS public comment period were received from elected officials, American Indian tribes and nations, federal regulatory and state resource agencies, business and community leaders, organizations, and individuals. Comments were provided through one or more of the following comment-submittal methods:

- in writing, while attending one of the Draft EIS public meetings
- orally to the stenographer, while attending one of the Draft EIS public meetings
- electronically, via the project website at www.whidbeyeis.com
- electronically, via email
- in writing, by mail

Section 1.10, Public Participation: Draft EIS Review, provides a summary of comments received by topic area during the Draft EIS public comment period. As identified in Section 1.10.4, the most common concerns raised by the public during the Draft EIS public outreach effort include the National Environmental Policy Act (NEPA) process and alternatives, noise and vibration, human health effects, airfield operations, socioeconomic impacts, and biological resources. Section 1.11, Public Participation: Comment Themes, details frequently raised comment topics identified during the Draft EIS public comment period with information on how the EIS analysis considers each topic.

M1.1 Comment Response Process

The Navy considered and responded to comments received on the Draft Environmental Impact Statement (EIS), as detailed in this Final EIS. The Navy's responses to comments received during the public comment period are included here in their entirety. In accordance with 40 Code of Federal Regulations (CFR) 1503.4, comments were assessed and responded to as follows:

- The Navy project team carefully reviewed the comments received. Each comment was assigned to a resource-specific specialist from the Navy's interdisciplinary team.

- Within each comment submittal, substantive comments were identified for consideration of possible updates to the EIS analysis. Generally, substantive comments included items such as questions related to the alternatives analysis and components of the Proposed Action; resource-specific methodology, analysis, or impact conclusions; or the use, adequacy, or accuracy of data used to support the analysis.
- The EIS analysis was updated with new information and clarifying language as warranted to address public comments. Comment responses were developed for every comment based on the above-described comment review and EIS update process. Responses identify, as appropriate, sections of the EIS where revisions were made or details on where additional information is provided within the EIS, or an explanation is provided for why a comment does not warrant an EIS change or further response.

In summary, the public comments received on the Draft EIS have resulted in technical edits that improve the accuracy and thoroughness of the Final EIS analysis. Although the conclusions of the Draft EIS and Final EIS remain the same, the operational changes announced in September 2017 (i.e., the reduction in the number of pilots as defined by the latest information on the enhanced Electronic Attack mission and the implementation of Precision Landing Mode [PLM], also known as MAGIC CARPET) had an overall benefit of lessening the impacts across all alternatives and scenarios. The Final EIS provides clarifications and identifies changes that were made to the Draft EIS (see Section 1.13). The Navy response to public comment themes is provided in Section M2 of this appendix.

M1.1.1 Personally Identifiable Information and Comment Coding

Public comments are received from a wide spectrum of public stakeholders with an interest in the Proposed Action and express a wide range of views and concerns. To encourage full participation of all public stakeholders, the Navy has chosen to protect personally identifiable information (PII) of private individuals because some individuals prefer anonymity or may be discouraged and potentially intimidated by opposing views of others. To the maximum extent possible, the Navy has kept PII confidential and put measures in place to only release the city, state, and five-digit zip code for individuals (private citizens) who provided comments. PII is any data that could potentially identify a specific individual or can be used to identify, contact, or locate a single person. Examples of PII include an individual's name, physical address, email address, or place of employment. PII included in the body of comments was redacted for the purposes of publishing this appendix.

In order to keep PII private and to allow commenters to find their comments in this appendix, the Navy assigned each comment an alphanumeric code based on components of the commenter's name. Individuals who commented on the Draft Environmental Impact Statement (EIS) during the public comment period may find their comments using the following method:

- Each individual commenter was assigned a nine-digit alphanumeric code (AAABB0000) that corresponds with their first and last name and the number of comments submitted. "AAA" is the first three letters of the commenter's last name, "BB" is the first two letters of their first name, and the four-digit sequential number begins with 0001 and increases with each comment received from that individual. For example, the first comment received from an individual named John Doe would have the comment code DOEJO0001.
- For comments submitted in an official capacity, such as by elected officials or agency representatives (federal, state, or local), all official commenter information is retained. The

official contact information of the agency official is not considered PII; therefore, official comments are provided under the agency name or representative as they were submitted as part of the official record. For ease of reference and review, official comments are provided at the beginning of the Comment Index (M3) and the Response to Comment (M4). They are organized alphabetically according to federal, state, or local jurisdiction.

- Special cases:
 - For instances where limited information is provided, a lower case “x” is used in place of letters or numbers. Examples include instance in which only a last name is provided, such as “Doe,” and the resulting comment code would be DOExx0001. Similarly, if only the first name “John” is provided, the comment code would be xxxJO0001. If a first or last name is too short to fill in the code (i.e., three letters for the last name or two letters for the first name), a lower case “x” is also used. For example, if the commenter is J Doe, the comment code would be DOEJx0001.
 - When a comment is submitted with no name or the commenter wrote “anonymous,” the comment is coded ANONY0000, and the four-digit numbers increase sequentially. Comments included among the comments coded as “anonymous” include those comment submittals that were blank and had no comment provided, or ones in which the comment was unintelligible.

M2 Comment Response Key

Comment responses for public comment on the Final Environmental Impact Statement (EIS) are included in this section. Comment responses are organized by topic/resource area in the order in which the resource topics are discussed in the Final EIS. Comment responses have been developed based on topics/concerns raised during the Draft EIS public comment review period. Similar to the comment themes discussed in Section 1.11, responses are developed based on public comment input and are provided to clarify information discussed in the EIS analysis. All comments received have been assigned an appropriate comment response code(s). The Navy received 4,335 comments on the Draft EIS. For the purposes of publishing this appendix, comments and their associated comment responses are not reproduced in full. Most public comments were at least two pages in length, with numerous comments of 10 to 20 pages or more. All public comments received are part of the administrative record for the project. For ease of review, we have included a comment response index that lists each comment using the commenter's alphanumeric code with corresponding response codes for every comment submitted. Full-length comments and their corresponding comment responses are published in their entirety and made available online at the following location:

- <http://whidbeyeis.com/>

The following is the comment response key. Each response is tagged with a code and short title. Response codes/titles are assigned to each comment as appropriate to respond to the commenter's questions or concerns.

1. General

1.a. Thank You

Thank you for your participation in the National Environmental Policy Act process. Your comment is part of the official project record. We have reviewed and considered all comments received and have updated the analysis where appropriate. Please use provided response codes to see how comments were addressed in the preparation of the Final Environmental Impact Statement.

1.b. Best Available Science and Data

Many comments were received regarding the Navy utilizing the best available science and data for the development of the Environmental Impact Statement (EIS) along all topic areas. Environmental conditions for each resource are evaluated using the best available science and data for that specific resource. In accordance with 40 Code of Federal Regulations 1502.22, for each resource area evaluated, the Navy researched and used the best available science and data, and clearly stated when some information is incomplete or unavailable for any resource under analysis. The EIS analysis was prepared using the best available data available at the time of preparation. While the Navy recognizes that best available data have the potential to be updated at any time, the information presented in this analysis is sufficient for decision makers to accurately assess the impacts for each alternative at this time.

The Navy assessed the potential noise effects using the best available science, data, methods, and metrics. To assess noise impacts, the Navy applied the federal standard (day-night average sound level [DNL] contours) plus included supplemental metrics and provided location-specific quantifiable data for 48 points of interest. A comprehensive noise study (Appendix A) was prepared, and specific discussions on key topics are addressed in Section 4.2 (Noise). An extensive literature review was completed for the

purposes of this analysis, including Sections 4.2 (Noise) and Appendix A1 of the Aircraft Noise Study. Although the scientific community has not come to a consensus that there is a definitive causal and significant relationship between aircraft noise and health for residents living near military or civilian airfields, a discussion of the peer-reviewed research on nonauditory health impacts is included in Section 4.2 (Noise) and in the Aircraft Noise Study (Appendix A1).

For biological resources, the most current and best available peer-reviewed species data sets and surveys were used to inform the analysis. An extensive literature review was conducted for purposes of preparing the biological resources analysis; see Sections 3.8 and 4.8 of the EIS.

1.c. Segmentation and Connected Actions

The Navy prepared this Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA), as implemented by the Council on Environmental Quality regulations and Navy regulations for implementing NEPA. Under the Proposed Action, the Navy evaluated potential environmental impacts of continuing and increasing airfield operations, establishing facilities and functions at Ault Field to support an expanded Growler mission and associated personnel changes. This EIS evaluated a range of alternatives that meet the purpose of and need for the Proposed Action. The analysis includes discussion of impacts for a No Action Alternative as well as three alternatives for implementing the Proposed Action. This EIS evaluates five operational scenarios for each of the alternatives, for a total of 15 alternatives analyzed. This EIS does not analyze impacts of Growler training occurring at existing range complexes, special use airspace, and testing ranges. The Navy prepares separate NEPA documents addressing home basing and training because each of these documents is focused on a specific Proposed Action, separated from other actions by its purpose and need, independent utility, timing, and geographic location. Furthermore, NEPA documents for training occurring within a range complex or military operations area involve many different types of aircraft and ships.

While the Navy has analyzed, and is currently analyzing, various Proposed Actions in the Pacific Northwest region, those Proposed Actions are not preconditions for Growler operations at the Naval Air Station (NAS) Whidbey Island complex. Likewise, Growler operations at the NAS Whidbey Island complex are not a precondition for larger military readiness activities on range complexes in the Pacific Northwest. Even in the absence of this Proposed Action, military training in the Pacific Northwest would continue independently from this Proposed Action, as analyzed in the documents referenced in Section 1.6. The Navy does consider the cumulative impacts from other past, present, and reasonably foreseeable future actions, including training activities, in all NEPA documents. In this EIS, these actions are considered in Chapter 5 (Cumulative Impacts). A cumulative impact is the impact on the environment that results from the incremental impact of the action when added to the 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. The scope of the cumulative impacts analysis involves both the geographic extent of the effects and the time-frame in which the coincidental effects could be expected to occur. For this analysis, the study area is resource-specific, as identified in Chapter 4 for the respective resource areas. The time-frame for cumulative impacts centers on the timing of the Proposed Action.

1.d. General Project Concerns

The Navy values the public participation process to identify public project concerns and to ensure open and transparent dialog regarding the Proposed Action. The Navy recognizes that many residents, workers, and visitors in the communities surrounding the Naval Air Station (NAS) Whidbey Island complex are concerned about the scope and potential impacts of the Proposed Action. Therefore, the Navy implemented an accessible and thorough public participation process during preparation of the Environmental Impact Statement (EIS) to facilitate participation by all interested members of the public, to allow opportunities to have questions answered by Navy representatives, and to ensure the analysis addresses all concerns expressed by public stakeholders. Sections 1.9, 1.10, and 1.11 detail the public participation processes that were followed during scoping and release of the Draft EIS.

Following completion of the EIS, the Navy's goal will be to continue to foster open communication and mutual understanding of ongoing initiatives among interested federal, state, and local agencies as well as the public. Navy Region Northwest leadership and personnel routinely and proactively meet with and inform elected officials and their staffs, community organizations, and federal and state agencies about current and projected activities and projects. The Navy conducts and participates regularly in public outreach and community events. Through its active Air Installations Compatible Use Zones program at NAS Whidbey Island, the Navy works with neighboring communities to protect the safety, welfare, and health of those who live and work near military airfields while preserving the military flying mission. The Navy will continue to address local concerns about aircraft operations at the NAS Whidbey Island complex through implementation of this long-standing program in coordination with the community.

1.e. Risk of Terrorist Attack

Many comments were received that suggested there would be an increased risk of a terrorist attack due to the implementation of the Proposed Action. Section 1.11 of the Environmental Impact Statement (EIS) provides details on this topic. The Proposed Action does not change the status of Naval Air Station (NAS) Whidbey Island as the home of the Navy's tactical Electronic Attack community, and it does not change the Navy's force protection requirements that make a terrorist attack on a guarded military facility difficult and unlikely. Thus, this action does not change the extent to which NAS Whidbey Island is currently a target for terrorism.

The Navy, independently and in cooperation with federal, state, and local agencies, routinely conducts training and emergency preparedness exercises to assess plans and responses to theoretical scenarios in order to assess the Navy's ability to respond to physical security challenges (active shooters, higher physical security postures, terrorism, and cyber security), natural disasters (severe weather, tsunamis, and earthquakes), and other incidents (spill response, fires, and medical emergencies). The purpose of emergency preparedness training, drills, desk-top exercises, and full-scale simulations is to improve responsiveness; to test plans, policies, procedures, and communication during a response; to identify areas of improvement; and to implement appropriate measures to continue managing post-response actions while ensuring business continuity.

2. Purpose and Need, the National Environmental Policy Act Process, Public Participation, Proposed Action, and Alternatives

2.a. Purpose and Need

The U. S. Department of Defense has identified a need for additional Growler aircraft to enhance the U.S.'s electronic attack capability. The Naval Air Station (NAS) Whidbey Island complex is the home base for the tactical Electronic Attack community in the United States. The additional Growler aircraft would be located at the NAS Whidbey Island complex because Ault Field is the home base location of the Navy's entire tactical Electronic Attack community in the U.S., including all Growler squadrons.

For more information on the purpose and need for the Proposed Action, see Section 1.3 and for more information on the Proposed Action and alternatives, see Chapter 2.

2.b. Scope of the Environmental Impact Statement and Analysis Conducted

The Environmental Impact Statement (EIS) describes the purpose of and need for the Proposed Action as well as a description of the alternatives analyzed. The EIS evaluates the potential environmental impacts from the Proposed Action associated with the following resource areas: airspace and airfield operations, noise, public health and safety, air quality, land use, cultural resources, American Indian traditional resources, biological resources, water resources, socioeconomics, environmental justice, transportation, infrastructure, geological resources, hazardous materials and wastes, climate change and greenhouse gases, and the cumulative impacts of the Proposed Action and other regional projects (see Section 1.5 of the EIS).

The EIS includes an analysis of the Proposed Action and the potential impacts of the alternatives, including the No Action Alternative, and considers and responds to the comments and concerns identified through the public participation process as described in Sections 1.9, 1.10, and 1.11. In general, environmental analysis involving aircraft operations at military airfields requires an analysis of noise, air quality, biological resources, and land use compatibility. New facility construction generally requires analysis of potential impacts to topography and soils, water resources and wetlands, biological resources, and cultural resources. Changes in personnel levels generally require analysis of socioeconomics, community services, safety, infrastructure and utilities, and transportation. The Final EIS provides clarifications and identifies changes that were made to the Draft EIS (see Section 1.13). Chapter 3, Affected Environment, provides a description of the existing environmental resource areas and existing conditions that could be affected from implementing any of the alternatives. For the affected environment analysis, environmental conditions for each resource are evaluated using the best available science and data for that specific resource. Chapter 4, Environmental Consequences, presents an analysis of the potential direct and indirect effects of each alternative on the affected environment. Chapter 5 discusses cumulative impacts.

2.c. Compliance with the National Environmental Policy Act

The Navy prepared this document in accordance with the National Environmental Policy Act of 1969 (NEPA); the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500-1508); and Chief of Naval Operations Instruction 5090.1C, Environmental and Natural Resource Program Manual.

The Navy openly and transparently followed all NEPA requirements, CEQ regulations, and Navy policy during development of the analysis. The Proposed Action considers how additional Growler aircraft appropriated by Congress, and their aircrews, should be incorporated into the existing Growler community at the NAS Whidbey Island complex. Previous documents considering separate actions related to the tactical Electronic Attack community at NAS Whidbey Island, aircraft loading at the air station, and training at regional ranges and in special use airspace are discussed in Section 1.6. Additionally, the cumulative impacts of these separate actions in conjunction with the Proposed Action are assessed in Chapter 5.

The analysis of impacts (Chapter 4) in the current Environmental Impact Statement (EIS) considers only the impacts of the Proposed Action in order to isolate the potential impacts from impacts caused by other, separate actions. This is done, in accordance with NEPA, to enable decision makers to assess the impacts that may directly or indirectly result from the Proposed Action and its alternatives, separate from other independent actions that may overlap the Proposed Action in time or geographically.

Affected Environment, Chapter 3, contains the most current and best available science and data. Analysis in Chapter 3 has been updated, where appropriate, based on new information provided by members of the public and state and federal agencies during public review of the Draft EIS. The analysis of potential direct and indirect environmental impacts in Chapter 4, Environmental Consequences, is based upon commonly accepted and standard methodologies, to the extent that these have been developed for the resource areas analyzed in the EIS. The scope of the impacts analysis has been developed in compliance with NEPA to include concerns and resources identified by the Navy and agencies, organizations, and members of the public who participated in scoping and the draft analysis review. NEPA does not require an agency to assess every impact of its Proposed Action but instead only the impact on the physical environment.

The EIS has been revised to include additional concerns and analysis identified by commenters during the Draft EIS public comment period as appropriate. Some commenters suggested the EIS should not exceed the page limits recommended in 40 Code of Federal Regulations (CFR) 1502.7. It should be noted that these page limits are a suggestion. Given the interest in the Proposed Action shown by residents and visitors in communities surrounding the NAS Whidbey Island complex and state and federal agencies, the Navy completed detailed analyses for each resource assessed in the analysis. The Navy has worked to balance the need for detailed analysis of complex scientific matters with the need to release a document that is readily understandable by the public. The Final EIS has been reviewed for accuracy and clarity, and, wherever possible, redundant or unnecessary text has been removed.

2.d. Program of Record for Buying Growler Aircraft

The Navy currently home bases 82 operational EA-18G Growlers at the Naval Air Station (NAS) Whidbey Island complex. The Proposed Action would add 35 or 36 aircraft, to bring the total to 117 or 118 operational Growlers at the air station (see Table 2.3-1 in the Environmental Impact Statement [EIS]).

The Navy's Proposed Action remains as communicated to the public, which is potentially to operate up to 117 or 118 Growler aircraft at NAS Whidbey Island. It is important to make a distinction between the total number of aircraft that may be procured by the Navy and the number of aircraft that will be operated at NAS Whidbey Island. The current program of record, or the total number of Growlers the Navy plans to buy over the expected life of the Growler program, is 160 aircraft. This does not mean that all 160 aircraft will be operating or based at NAS Whidbey Island at one time. The program of record

represents a pool of available assets; some aircraft will be in an operational flight status, while others will be inoperable (non-flying or in preservation status) until such time as they are needed.

The Navy purchased additional replacement aircraft while the manufacturing line is still operational. Many of these additional aircraft will be maintained in a preservation status and will be used to replace aircraft at the end of their service life, aircraft that are undergoing repairs, or aircraft that may be lost in combat. Some of the preservation aircraft may be stored at NAS Whidbey Island, while other preservation aircraft may be stored at other locations. One carrier squadron is forward-deployed to Japan as part of Carrier Air Wing FIVE. Some of the aircraft will be designated as test aircraft, which will be assigned to NAS Patuxent River, in Maryland, and Naval Air Weapons Station China Lake, California. Some aircraft will be assigned to NAS Fallon, in Nevada, as part of the Naval Aviation Warfighting Development Center.

The total number of Growler aircraft purchased does not change the Navy's Proposed Action. As announced to the public, the Navy has proposed to increase the number of operational Growler aircraft from the current 82 to a total of 117 or 118 operational Growler aircraft. As discussed in the EIS, the aircraft will be assigned to carrier squadrons, expeditionary squadrons, and the training squadron home based at NAS Whidbey Island.

It is important to note that the number of operations is not defined by the total number of aircraft but by the number of aircrews assigned to them. The aircraft only facilitate the training for Navy aircrews. Thus, the total number of Growler aircraft procured by the Navy does not define how many of these aircraft will be operational. The number of operations is defined by how many aircrews are available to fly the aircraft.

2.e. Public Involvement Process

The Navy met and, in most cases, exceeded the public engagement responsibilities required by law, regulation, and practice. The Navy openly and transparently followed all National Environmental Policy Act (NEPA) requirements, Council on Environmental Quality regulations, and Navy policy during the development of this Final Environmental Impact Statement (EIS). For more information on the public involvement process, see Sections 1.9, 1.10, and 1.11 of the EIS. The Navy's goal is to foster open communication and mutual understanding of ongoing initiatives among interested federal, state, and local agencies; tribes; and the general public. Navy Region Northwest leadership and local Navy personnel routinely and proactively meet with elected officials and their staff, community organizations, and federal and state agencies to keep them informed about current and future activities. The Navy conducts and participates regularly in public outreach and community events. Through its active Air Installations Compatible Use Zones program at the Naval Air Station (NAS) Whidbey Island complex, the Navy works with neighboring communities to protect the safety, welfare, and health of those who live and work near military airfields while preserving the military flying mission. The Navy will continue to address local concerns about aircraft operations at the NAS Whidbey Island complex through implementation of this long-standing program in coordination with the community.

There were a number of opportunities for the public to participate in the NEPA process. Please refer to Sections 1.9, 1.10, and 1.11 for a more detailed discussion of the public and agency outreach process.

2.f. Use of Public Comments

Public comments received during scoping and review of the Draft Environmental Impact Statement (EIS) are an important part of the National Environmental Policy Act (NEPA) process. The purpose of the public comment process is to provide members of the public an opportunity to submit their comments and concerns regarding the Proposed Action, alternatives, and the analysis of potential environmental impacts. The Navy reviewed all comments submitted during both scoping periods (September 2013 to January 2014, and October 2014 to January 2015) and during review of the Draft EIS (November 2016 to February 2017). All comments received are included as part of the administrative record for the project. Many commenters noted they submitted comments during the scoping process of the EIS but never received a formal response. Although the Navy is not required under NEPA to respond to scoping comments, the Navy did consider all scoping comments in preparing the Draft EIS and used them to shape the breadth and depth of the analysis in the Draft EIS. Section 1.9.4 summarizes the public scoping comments received during the 2013-2014 scoping efforts and the 2014-2015 scoping efforts. Comments received on the Draft EIS from public stakeholders--citizens, elected leaders, American Indian tribes and nations, regulatory agencies, and other interested parties--were used to revise and refine the analysis in the Final EIS. In response to public comment, the Navy carefully analyzed public suggestions for other basing and training solutions to the Proposed Action (Section 2.4), reviewed noise reports and other documents prepared by independent sources (Section 1.12), and expanded the noise analysis to include additional supplemental metrics in preparation of the Final EIS (Sections 3.2 and 4.2). The Navy documented public stakeholder engagement and how public comments were used to change and refine the analysis, as described in Sections 1.9, 1.10, and 1.11. While commenters did not receive a personal or individualized response, the Navy has summarized and addressed all public comments submitted during the Draft EIS review period. Comments and coded responses are provided in this appendix. Personally identifiable information has been kept confidential and will not be released unless otherwise specifically indicated by the commenter or as required by law. The city, state, and five-digit zip code of individuals who provided comments may be released.

Comments could be submitted during public comment periods in four ways:

- as written comments provided at a public meeting
- as verbal comments provided to the stenographer at a public meeting
- as written comments submitted electronically to the project website (www.whidbeyeis.com)
- as written comments mailed to the Navy at 6506 Hampton Boulevard, Norfolk, VA 23508 (Attn: Code EV21/SS)

In addition to public review, the Draft EIS was reviewed by the U.S. Environmental Protection Agency, National Marine Fisheries Service, U.S. Fish and Wildlife, Washington State Department of Ecology, Washington State Department of Health, Washington's State Historic Preservation Office, and numerous other interested parties. The comments were used to inform the final analysis and ensure the Navy has a complete analysis addressing topics important to the public.

2.g. Agency Participation

The Navy proactively engaged appropriate federal and state agencies during the development of the Environmental Impact Statement (EIS). The Navy was able to leverage the expertise of these agencies and worked to address their questions. The Navy did not identify a need for a formal cooperating agency

agreement regarding the Proposed Action. The Navy, through the National Environmental Policy Act (NEPA) process, distributed the EIS to 105 federal, state, and local agencies and American Indian tribes and nations for review and comment, including 31 federal agency contacts, five federal elected officials, eight federally recognized tribes, 19 state agency contacts, 16 state elected officials, two local agency contacts, and 24 local elected officials (see Chapter 9, Distribution List; Appendix C, Federal and State Correspondence; and Appendix M, Public Comments and Response Key). While the distribution list numbers have changed over time, the Navy continues to reach out to interested parties.

In July 2015, the Navy and National Park Service (NPS) met to discuss topics of mutual concern in the Pacific Northwest, including ongoing and proposed Navy actions affecting national parks (including this Proposed Action). The goal of this meeting was to enhance dialog, support a long-term working relationship, and understand each organizational mission. The meeting was hosted by the NAS Whidbey Island Commanding Officer, with participation from the Navy and NPS staff at the headquarters, regional, and local level. Since then, the Navy has maintained an ongoing dialog with the NPS at all organizational levels. For example, the Office of Assistant Secretary of Navy (Energy, Installations and Environment) has remained in close communication with NPS Natural Sounds and Night Skies Division. These offices, as well as the Federal Aviation Administration, Federal Interagency Committee on Aviation Noise, and Defense Noise Working Group, have collaborated on numerous policy matters of mutual concern. In addition, the Department of Interior on behalf of the NPS submitted comments on the Draft EIS.

Following publication of the Draft EIS, the Navy proactively reached out to the U.S. Environmental Protection Agency (USEPA) Region 10 and Washington State Department of Health (WADOH) to facilitate dialog and understanding of the draft analysis and findings. As a result, the Navy hosted meetings on December 5 and 6, 2016, respectively, with each organization. During each 2-hour session, the Navy provided an overview of the analysis, and Navy subject matter experts answered agency questions. The Navy received comments on the Draft EIS from USEPA Region 10 and WADOH and considered those comments as it developed the Final EIS. Since then, the Navy has maintained an ongoing dialog with the USEPA at all levels and with WADOH to discuss concerns. Per discussions with USEPA Region 10 and WADOH, a new appendix on Community Health and Learning (Appendix I) has been added to this EIS. In follow-on discussions with USEPA staff, it was agreed that the EIS already contained a substantial analysis regarding both auditory and nonauditory impacts from aircraft noise, and that placing this information in one comprehensive appendix would help present this information to the public (see Appendix I of this EIS). The EIS also includes a Noise and Health Reader's Guide, which is intended to assist readers in locating information within the EIS related to potential health effects of noise. The guide is located in the Executive Summary, just prior to the Table of Contents.

The Proposed Action is subject to regulatory review by the U.S. Fish and Wildlife Service and National Marine Fisheries Service. Details on the Navy's consultations with these agencies are included in Appendix C. The Navy initiated government-to-government consultations with eight federally recognized American Indian tribes and nations. If at any time these federally recognized American Indian tribes and nations would like to discuss the Proposed Action, the Navy will initiate further discussions. Government-to-government consultation on this Proposed Action was requested by the Swinomish Indian Tribal Community on December 13, 2016; however, the tribe subsequently withdrew its request on September 27, 2017. No other American Indian tribes and nations have requested or initiated government-to-government consultation at this point in the environmental planning process. In addition, the Navy consulted with the Washington State Department of Ecology regarding coastal

resources. As part of this process the Navy considered public comments received by the Washington State Department of Ecology when the department released the Navy's findings for public comment (see Appendix C). In addition, the Navy is pursuing consultations with the Washington State Historic Preservation Office regarding coastal resources and historic properties (see Appendix C). There are 22 consulting parties engaging with the Navy as part of the Section 106 process.

In summary, the Navy has proactively engaged federal and state agencies at all organizational levels throughout the NEPA process.

2.h. Next Steps

Comments on the Draft Environmental Impact Statement (EIS) were used to inform the Final EIS and ensure the Navy has a complete analysis that addresses topics important to the public. In this Final EIS, the Navy has reviewed and responded to all comments (see Appendix M). Regulators and consulting agencies have reviewed the analysis and provided comments and recommendations to the Navy as part of the agency review process. The Navy has engaged in and completed all appropriate consultations as required by law. The Council on Environmental Quality regulations provide for a 30-day waiting and public review period after notice of availability is published that the Final EIS has been filed with the U.S. Environmental Protection Agency and before the Navy may take final action. The final decision is made by the Secretary of the Navy, and it will be published as a Record of Decision (ROD). The announcement that the ROD is available, and locations where the ROD will be made available, will be published in the *Federal Register*. In the ROD, the Navy will explain its decision, describe the alternatives it considered, and discuss its plans for mitigation and monitoring. Concurrent with the publication in the *Federal Register*, the Navy will notify elected leaders, issue a press release, mail letters and postcards to public stakeholders, update the project website and use social media, and publicize the decision with paid newspaper advertisements.

2.i. Proposed Action

The Proposed Action is to continue and expand existing Growler operations and increase electronic attack capabilities by adding 35 or 36 aircraft to squadrons at NAS Whidbey Island in response to the purchase of additional Growler aircraft by Congress between 2013 and 2016 (see Section 2.1). The U. S. Department of Defense identified the need for additional Growler aircraft to meet mission requirements for tactical airborne electronic attack capabilities. In order to incorporate additional Growler aircraft that have been appropriated, and their aircrews, into the existing Growler community, the Navy is required to complete an environmental analysis under the National Environmental Policy Act to study potential impacts of the action on the human and natural environment. The Proposed Action was initiated by the identification of the need for and subsequent purchase of additional Growler aircraft. See Section 2.2 for more information on the development of a range of alternatives that meet the purpose and need of the Proposed Action. The environmental analysis considers how these aircraft should be incorporated into the Growler community. See Section 2.3 for detailed discussion of alternatives carried forward for further analysis. This analysis does not evaluate in full those actions that do not meet the purpose of and need for the Proposed Action. See Section 2.4 for a discussion of alternatives considered but not carried forward for further analysis.

2.j. Costs of the Proposed Action

The purpose the National Environmental Policy Act is to assess the environmental impacts of a proposed federal action. The Proposed Action evaluated in this analysis is described in Section 1.1. A meaningful comparison of the alternatives under consideration must entail a comparison of multiple factors and, as such, does not lend itself to a monetary cost-benefit analysis, which is not required (40 CFR 1502.23). See Section 1.11.6 of this EIS for more details on cost-benefit analysis.

Funding for the acquisition of the aircraft has been appropriated in accordance with the U.S. Department of Defense (DoD) Appropriations Act of 2014 and as authorized subsequently by Congress (see Section 2.1 of the EIS). All DoD budget requests seek to balance needs to modernize the joint force, increase readiness, increase capacity and lethality, reform how DoD does business, keep faith with service members and their families, and support overseas contingency operations.

2.k. Range of Alternatives

The Navy's Proposed Action is described in detail in Sections 1.1 through 1.3 and Section 2.1 of this Environmental Impact Statement (EIS). Reasonable alternatives considered are those that would meet the purpose of and need for the Proposed Action and are practical or feasible from a technical and fiscal appropriation standpoint (i.e., three force-structure alternatives and five scenarios that distribute variable percentages of flight operations between Ault Field and Outlying Landing Field [OLF] Coupeville). Implementing the Proposed Action would require additional operations to meet training requirements and ensure the readiness of the additional Growler aircrews. Alternatives that would reduce the operational effectiveness of the Airborne Electronic Attack community would not meet the purpose and need for the Proposed Action and therefore were not carried forward for further analysis. See Section 2.4 for details on the alternatives considered but not carried forward for further analysis

Previous aircraft transitions of NAS Whidbey Island's carrier and expeditionary Electronic Attack squadrons from the Prowler aircraft to the Growler aircraft are covered in Environmental Assessments completed in 2005 and 2012. These aircraft transitions have been completed, and operations needed to meet the training requirements for these squadrons would continue under the No Action Alternative and each of the alternatives considered in the EIS. Alternatives that would decrease Growler squadrons or the number of training operations required to maintain aircrew proficiency below current levels do not meet the purpose of and need for the Proposed Action. See Section 2.4 for more details.

2.l. No Action Alternative

As stated in Section 2.3.1, the No Action Alternative would not meet the purpose of or need for the Proposed Action; however the conditions associated with the No Action Alternative serve as reference points for describing and quantifying the potential impacts associated with the alternatives. The No Action Alternative considers the potential impacts of not implementing the Proposed Action, meaning in this case that the Navy would not operate additional Growler aircraft and would not add additional personnel at Ault Field, and no construction associated with the Proposed Action would occur. Previously authorized operational changes (such as the replacement of older P-3C Orion aircraft with new P-8A Poseidon aircraft) are ongoing at Naval Air Station (NAS) Whidbey Island; therefore, the analysis evaluates 2021 as the representative year for the No Action Alternative because it represents conditions when these changes are expected to be fully implemented and complete. Using 2021 as the

representative year for the No Action Alternative allows the Navy to isolate the impacts of this Proposed Action and consider these impacts separately in the context of a busy and evolving installation.

Previous aircraft transitions of NAS Whidbey Island's carrier and expeditionary Electronic Attack squadrons from the Prowler aircraft to the Growler aircraft that were covered in Environmental Assessments completed in 2005 and 2012 are included in the No Action Alternative. These aircraft transitions are complete, and operations needed to meet the training requirements for these squadrons would continue under the No Action Alternative and each action alternative.

Affected environment conditions assessed in Chapter 3 differ depending on the resource and the best available science and data. For most resources, the best available current science and data were used to inform the analysis of affected environment conditions. However, for noise and related resources such as airfield operations, and because of the complex operational environment at NAS Whidbey Island, the year 2021 is used to describe the affected environment because 2021 represents conditions when previous aircraft loading decisions unrelated to the Proposed Action are expected to be fully implemented and complete, thereby allowing the Navy to assess the impacts of the Proposed Action separately from unrelated actions that are planned or in progress.

2.m. Record of Decision/Preferred Alternative

At the time of publication of the public Draft Environmental Impact Statement (EIS) on November 10, 2016, no decisions had been made with respect to which alternative will ultimately be selected as a Preferred Alternative, or as to the distribution of field carrier landing practice (FCLP) operations between Ault Field and Outlying Landing Field Coupeville. Section 1502.14(e) presumes the existence of a Preferred Alternative and requires its identification. Throughout the NEPA process, the Navy sought to provide timely information for public transparency. Because the Draft EIS did not include a Preferred Alternative, the Navy took steps to announce the Preferred Alternative as soon as it was determined. On June 25, 2018, the Navy identified Alternative 2, Scenario A, as the Preferred Alternative ahead of the publication of the Final EIS. Alternative 2, Scenario A, provides the best training for Navy pilots and impacts the fewest number of residents living in the community. See Section 2.4 for more detail on the Preferred Alternative.

The next step in the NEPA process is a Record of Decision (ROD), which will occur no sooner than 30 days following the publication of the Final EIS. While NEPA and Council on Environmental Quality regulations required public comment on the Draft EIS, the regulations do not require a public comment period following the release of the Final EIS. The Navy considered all 4,335 public comments received on the Draft EIS and refined the Final EIS with updated information that improves the accuracy and thoroughness of the Final EIS analysis. Although the conclusions of the Draft EIS and Final EIS remain the same, the operational changes announced in September 2017 (i.e., the reduction in the number of pilots as defined by the latest information on the enhanced Electronic Attack mission and the implementation of Precision Landing Mode [PLM], also known as MAGIC CARPET) had an overall benefit of lessening the impacts across all alternatives and scenarios. The Final EIS provides clarifications and identifies changes that were made to the Draft EIS (see Section 1.13). The Navy response to public comment themes is provided in section M2 of this appendix.

After a 30-day waiting and public review period following the publication of the Final EIS, the Secretary of the Navy will announce a ROD, selecting the alternative/scenario combination from the range of 15 such combinations analyzed in this document.

No final decision has yet been made. The ultimate decision with respect to force structure and FCLP distribution will be made by the Secretary of the Navy or his representative, and announced in a ROD no earlier than 30 days following the public release of the Final EIS. The Navy has taken all public and agency comments received into consideration in selecting the Preferred Alternative (Alternative 2, Scenario A) that will be put forward in the Final EIS and ROD. Please see Section 2.4 for more information on the Preferred Alternative.

2.n. Alternatives Considered but Eliminated

Section 1.4 describes the Navy's use of Outlying Landing Field (OLF) Coupeville for field carrier landing practice and important operational considerations that make OLF Coupeville an ideal location for this essential training. Section 2.2 discusses the criteria used in developing the range of alternatives, including requirements for field carrier landing practice airfields.

Section 2.4 provides a discussion of alternatives considered but not carried forward for further analysis. The Navy addressed options suggested by public commenters to reduce noise by relocating aircraft or training (see Section 2.4). The Navy discussed existing noise mitigation measures in Section 3.2.4.2 and Appendix H (i.e., compatible land-use planning, ongoing noise abatement procedures, and implementation of a noise-complaint hotline phone number) and new technologies for noise-abatement (i.e., chevrons, Precision Landing Mode, and a hush house) in Section 4.2.6. Section 2.4 also includes analysis of moving some or all of the Growler community to another location and conducting field carrier landing practice elsewhere. The discussion in Section 2.4 has been expanded to further clarify the alternatives discussed therein and include additional alternatives brought forward during the public review and comment period. This discussion details why each option was not ultimately carried forward for analysis.

3. Airspace and Airfield Operations

3.a. Aircraft Operations

The Environmental Impact Statement (EIS) assesses the potential environmental effects of continuing and expanding Growler operations at the Naval Air Station (NAS) Whidbey Island complex and analyzes aircraft operations conducted in the vicinity of Ault Field and Outlying Landing Field (OLF) Coupeville. Aircraft operations increase across all alternatives, under any scenario, and the Proposed Action represents an increase in the number of operations at Ault Field and OLF Coupeville. The proposed increase in operations is discussed in Sections 2.3.3.2 and 4.1, which describe the approximate increase in the number of Growler operations. These operational levels would be similar to historical flight operations experienced in the 1970s, 1980s, and 1990s for the NAS Whidbey Island complex. Ault Field and OLF Coupeville meet all the operational requirements and have sufficient capacity under routine operating conditions to support the airfield operations of the additional Growler aircraft proposed under each alternative and scenario.

As described in Section 2.3.2, operational numbers are not determined by the number of aircraft but rather by the number of aircrews flying out of the NAS Whidbey Island complex and their training

requirements for skill maintenance and certification prior to deployment. Although the number of aircraft appear similar in the alternatives, the force structure arrangement is significant in that this determines the manner in which aircrews train using these additional aircraft, which has differing impacts on the environment (i.e., the squadron type determines field carrier landing practice [FCLP] requirement and the number of personnel stationed in the local area). An alternative that has an increased number of carrier aircraft would result in increased FCLP requirements, which would create increased noise impacts to the community because of the intense and focused nature of FCLPs when they occur. This is equally true for alternatives that increase the number of training aircraft, which also increases the demand for FCLP. In contrast, alternatives that would increase expeditionary squadrons and not carrier squadrons would have a correspondingly lower noise impact on the environment because expeditionary aircraft do not normally require FCLP. For details on the split of operations between alternatives and the two airfields, see Section 2.3.2.

3.b. Flight Tracks and Federal Aviation Administration Regulations

The analysis in the Environmental Impact Statement (EIS) primarily addresses Growler operations and flight paths. As stated in Section 3.1.2, Growler aircraft arrival and departure flight tracks associated with Ault Field are depicted in Figure 3.1-3. Additionally, Section 3.2.4.2.1 states that arrival and departure corridors into and out of Naval Air Station (NAS) Whidbey Island have been developed in conjunction with the Federal Aviation Administration (FAA) over decades, with an emphasis on flying over water and avoiding more densely populated areas. These corridors are designed to deconflict military, commercial, and general aviation routes.

The Navy must follow governing FAA rules and regulations when flying. As stated in Section 3.3.1.1, military aircraft fly in accordance with FAA Regulations, Part 91, General Operating and Flight Rules, which govern such flight components as operating near other aircraft, right-of-way rules, aircraft speed, and minimum safe altitudes. These rules include the use of tactical training and maintenance test-flight areas, arrival and departure routes, and airspace restrictions as appropriate to help control air operations. It is the policy of NAS Whidbey Island to investigate complaints to determine compliance with FAA regulations and NAS Whidbey Island standard operating procedures. These investigations ensure that both Navy and public interests are protected and provide ongoing communication between NAS Whidbey Island and the local communities. Persons with complaints or comments may call a recorded complaint hotline at (360) 257-6665 or email comments.NASWI@navy.mil. Additional information regarding the hotline, as well as existing noise mitigation, can be found in Section 3.2 and Appendix H.

From a noise perspective, aircraft are modeled based on where their predominant flight tracks and patterns are located and using typical flight profiles and engine settings associated with a given operation. However, the flight tracks on which the aircraft travels are not as precise as a fixed, single lane of road traffic. Instead, flight tracks represent a corridor through which aircraft travel and allow for variation due to certain factors (e.g., weather conditions and traffic avoidance) that can cause an aircraft to vary slightly from those predominant flight tracks on any given operation. Flight tracks depict an orderly method of transiting aircraft from one location to another in an expeditious manner; they do not restrict aircraft to flying only on or near the flight tracks in a particular area.

3.c. Military Training Routes

Six military training routes are within 250 nautical miles of Naval Air Station (NAS) Whidbey Island. Two of these military training routes start approximately 5 miles east of Deception Pass and head both west and south. Military training routes have a centerline and defined horizontal limits on either side of this centerline and vertical limits expressed as minimum and maximum altitudes along the flight track.

Table 3.1-1 provides the number of military training routes that are part of all operations at the NAS Whidbey Island complex. Table 3.1-3 lists the number of Growler operations. A flight, also called a sortie, will account for multiple operations. The footnotes at the bottom of Table 3.1-3 explain and provide additional information about a representative sample of these operations.

Airspace usage and capacity were analyzed by evaluating flight-track congestion in the NAS Whidbey Island complex. Evaluation involved counting the number of aircraft using a specific flight track at the time the next arriving aircraft requested to use that flight track. Projected military training route (MTR) operations would increase under all alternatives for the MTRs utilized by the Growler, as shown in Table 4.1-1, and the MTRs would have sufficient capacity for the increased operations.

3.d. Arrivals and Departures

As stated in Section 3.1.2, Growler aircraft arrival and departure flight tracks associated with Ault Field and Outlying Landing Field (OLF) Coupeville are depicted in Figure 3.1-3. Additionally, Section 3.2.4.2.1 states that arrival and departure corridors into and out of the Naval Air Station (NAS) Whidbey Island complex have been developed in conjunction with the Federal Aviation Administration over decades, with an emphasis on flying over water and avoiding more densely populated areas. These flight corridors are designed to deconflict military, commercial, and general aviation routes. Noise-sensitive areas shall be avoided when at altitudes of less than 3,000 feet above ground level, except when in compliance with traffic or approach patterns per Naval Air Training and Operating Procedures Standardization general flight and operating instructions. Arrival and departure corridors and flight patterns may be over noise-sensitive areas. Aircrews shall, to the maximum extent possible, employ prudent airmanship techniques to reduce aircraft noise impacts and to avoid noise-sensitive areas whenever possible.

3.e. Field Carrier Landing Practice Patterns

The proposed Outlying Landing Field (OLF) Coupeville field carrier landing practice (day and night) patterns are depicted on Figure 4.1-1. Under all alternatives, these patterns will be used in order to improve the standardization of training and enable more use of Runway 14. The standard field carrier landing practice will result in runway use percentages based on the prevailing winds rather than aircraft performance and quality of training. Based on meteorological conditions at OLF Coupeville, the projected runway utilization for Runway 14 is approximately 30 percent, and the remaining percentage is to be utilized on Runway 32. The non-standard field carrier landing practice pattern will no longer be used with implementation of the alternatives. See Section 3.1.2 for a description of the reasons for the pattern change. Due to this standardization, the noise in certain areas may decrease slightly.

3.f. Field Carrier Landing Practice Operation Totals

The primary mission of Outlying Landing Field (OLF) Coupeville is to support Growler field carrier landing practices (FCLPs). Per Table 3.1-3, under the No Action Alternative, approximately 11,300 operations associated with FCLP operations are occurring at Ault Field, and approximately 6,100 operations

associated with FCLP are occurring at OLF Coupeville. Additionally, although a small number by comparison, other aircraft utilize OLF Coupeville for training. MH-60 helicopter operations total fewer than 400 operations annually and would be scheduled on a not-to-interfere basis with Growler operations.

3.g. Field Carrier Landing Practice Evolutions and High Tempo

The primary mission of Outlying Landing Field (OLF) Coupeville is to support Growler field carrier landing practices (FCLPs). As stated in Section 4.1.2.1, in order to provide a more transparent analysis for the public, high-tempo year field carrier landing practice (FCLP) data are provided in Appendix A. The high-tempo year data represent years when the number of events increases due to operational needs. High-tempo operations would occur if the Navy is required to surge multiple aircraft carriers and aircraft squadrons to support a global event. During a high-tempo FCLP year, total airfield operations at Ault Field would increase approximately 1 to 4 percent across all operational scenarios. During a high-tempo FCLP year, total airfield operations could increase approximately 10 to 11 percent at OLF Coupeville based on the operational scenarios selected as compared to the corresponding alternative. High-tempo FCLP years are often followed by a reduction in operations while multiple squadrons are deployed in response to a global event.

Section 3.1.2 of this Environmental Impact Statement explains how typical FCLPs are conducted.

OLF Coupeville has been continuously used for FCLP since the late 1960s, and its pattern best replicates the carrier landing pattern, thereby building and reinforcing the correct habit patterns and muscle memory for aviators. OLF Coupeville sits atop a 200-foot ridge surrounded by flat terrain, an isolated setting similar to that of an aircraft carrier operating on the open sea. The low level of man-made lighting around OLF Coupeville and the ability to completely darken the field also provide a setting that closely resembles at-sea conditions from the pilots' perspective.

3.h. Runway Usage, Flight Tracks, and Altitudes

The Navy has an active Air Installations Compatible Use Zones program in place at the Naval Air Station (NAS) Whidbey Island complex; the program's goals are to protect the safety, welfare, and health of those who live and work near military airfields while preserving the military flying mission. The Navy will continue to address local concerns about aircraft noise, runway usage, flight altitudes, and local flight patterns through implementation of this long-standing program in coordination with the community. When possible and if weather conditions allow, station officials modify flight operations to minimize noise impacts at specific times, such as during weekends and during school exams. NAS Whidbey Island continuously reviews flight procedures to determine whether there are any changes that could help reduce noise levels on the surrounding population. Additionally, NAS Whidbey Island frequently corresponds with numerous media outlets and utilizes its webpage and social media, such as NAS Whidbey Island's Facebook page, to share flight schedules and other information and to solicit public feedback. NAS Whidbey Island will continue to publish field carrier landing practice schedules and issue notifications for additional activities at the installation, such as weekend festivals. See Appendix H, Noise Mitigation, for a complete discussion of current and potential noise-abatement efforts and programs.

3.i. Runway Operating Hours and Flight Schedules

Sections 3.1.1 and 3.1.2 state Ault Field is available for use 7 days per week, 24 hours per day. Outlying Landing Field (OLF) Coupeville consists of one runway, Runway 14/32. Although OLF Coupeville is available for use 7 days per week, 24 hours per day, operations at the OLF in recent years have typically not been conducted on weekends but may occur on weekends if required to support mission requirements. Additionally, the frequency and duration of flight operations are dependent on training requirements, weather, and a wide variety of other factors. Naval Air Station (NAS) Whidbey Island will continue to publish field carrier landing practice schedules and issue notifications for additional activities at the NAS Whidbey Island complex.

3.j. Flight Simulators

The Navy currently has six Growler flight simulators, all of which are located at Ault Field. Aircrew simulators are used on a daily basis by Growler squadrons and the fleet replacement squadron to satisfy a wide variety of flight-training requirements. However, there is simply no substitute for aircrew conducting training in a real aircraft, in real airspace, for perfecting field carrier landing practice at an on-shore airfield before attempting to land on an aircraft carrier. The Navy has learned how to best prepare pilots for the very demanding task of landing on an aircraft carrier and believes it has achieved the right combination of simulated and live training. The Navy uses flight simulation extensively for training. While simulator training is extremely valuable, it cannot replace the feel and physiological conditions experienced through live field carrier landing practice and cannot be used exclusively to certify pilots for landing on an aircraft carrier. It would be too dangerous to allow naval aircrews to perform the most dangerous task in military aviation--landing on an aircraft carrier--after using only simulators for their training. See Section 4.3.2.1, Flight Safety, for additional details.

3.k. Flight and Maintenance Noise Reduction

The Navy is considering noise-reduction measures, such as construction and operation of a noise-suppression facility for engine maintenance (also known as a "hush house") at Naval Air Station Whidbey Island. The Navy is actively researching engine design solutions to reduce overall sound emissions from the engines of the F/A-18E/F "Super Hornet" and Growler. The Navy is also researching measures that may reduce the number of field carrier landing practices required in the future. Details on existing and potential noise mitigation can be found in Appendix H, Noise Mitigation.

4. Noise Associated with Aircraft Operations (Noise)

4.a. General Noise Modeling

Noise, potential noise effects, and noise impacts to resources are discussed within Sections 3.2 and 4.2. In addition, the noise study conducted for this analysis is included in Appendix A, and details on noise mitigation are included in Appendix H. The discussion of the NOISEMAP model, as well as the data inputs into the model (i.e., flight profiles, altitudes, flight tracks, etc.) that were used for this analysis, can be found in Section 3.2.2 as well as within Appendix A. The Navy is using the best available science, methods, and metrics to assess noise and to quantify its effects. NOISEMAP is the accepted U. S. Department of Defense standard for assessing noise impacts. The noise analysis conducted as part of this Environmental Impact Statement provides sufficient information for the decision maker regarding the Proposed Action.

The alternatives are compared to the No Action Alternative across the various noise metrics analyzed. The additional Growlers that would be located at Naval Air Station Whidbey Island under the Proposed Action are not included in the No Action Alternative; however, they are included under the alternatives based upon the allocations presented in Section 2.

4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources

The discussion of the NOISEMAP model, which is the current, validated, and publicly available model that was used for this analysis, can be found in Section 3.2.2. Courts have affirmed noise modeling and the use of NOISEMAP as an appropriate method to assess noise impacts. In addition, text has been added to Section 1.11 regarding the Advanced Acoustic Model (AAM), which is still in development; therefore, AAM is not approved for use and was not used for this noise analysis.

The October 29, 2015, reference for NOISEMAP utilized in the Draft Environmental Impact Statement (EIS) was the date of the latest version of NOISEMAP (Version 7.2.2) utilized for the majority of analysis in the draft analysis. However, NOISEMAP was recently updated to include the direct calculation of supplemental metrics. After a U.S. Department of Defense (DoD) technical review of NOISEMAP 7.3, the new version was approved for use and released on March 29, 2017. All noise analysis has been updated utilizing this latest version for the Final EIS.

The Navy did measure noise in the development of the model. Details on the noise source data for NOISEMAP can be found in Section 3.2.2 of this EIS. NOISEMAP is the latest model available for aircraft noise for all DoD studies. It should be noted that the Federal Aviation Administration uses an integrated model similar to NOISEMAP for creating noise contours at commercial airports and does not plan, at this time, to change to another simulation model, such as AAM.

In addition to updating the noise analysis using the latest NOISEMAP Version 7.3 software, three other updates were made to the noise analysis. These include 1) applying refinements to certain flight profiles/aircraft operating assumptions, 2) incorporating the effects of Precision Landing Mode (PLM), also known as Maritime Augmented Guidance with Integrated Controls for Carrier Approach and Recovery Precision Enabling Technologies (MAGIC CARPET), into the noise analysis, and 3) updating the number of pilots per squadron. These refinements are discussed in more detail within Section 3.2 of the EIS.

4.c. Advanced Acoustic Model

The Advanced Acoustic Model (AAM) is based on the Rotorcraft Noise Model, which was developed by the National Aeronautics and Space Administration since the late 1990s. AAM extends the algorithms in the Rotorcraft Noise Model to apply to fixed-wing aircraft and adds the capability to account for nonlinear propagation effects and vectored thrust. AAM is still in development and not ready for use. The U. S. Department of Defense's (DoD's) current version of AAM (v1) does not properly account for the non-linear propagation of noise that is associated with tactical jet aircraft. The Air Force, which has fixed-wing model responsibility, is currently considering approaches to develop reference noise spheres created from legacy data so that older aircraft can also be modeling within AAM. After the DoD receives an updated version of AAM that incorporates nonlinear propagation and validated legacy noise spheres, the model will have to undergo final testing, evaluation, and validation by the Air Force before it can be utilized by DoD to support informed decision making regarding fixed-wing aircraft. Consequently, the Navy is continuing to utilize the latest version of NOISEMAP for modeling.

Wyle Report WR-1304, which is the *User Manual – Advanced Acoustic Model Technical Reference and User Manual* (SERDEP Project WP-1304, dated May 2009, describes the potential benefits of AAM and limitations of NOISEMAP for assessing next-generation aircraft primarily differentiated by vectored thrust ability and higher maximum thrust. These factors principally apply to fifth-generation aircraft, such as the F-22 and F-35. The F-22 is capable of generating more than 35,000 pounds of force (lbf) from each of its two engines. The F-35 produces 43,000 lbf of thrust from its single engine. The Growler utilizes two General Electric F414-GE-400 engines with reported thrust of 22,000 lbf with afterburner, significantly lower than the fifth-generation fighter aircraft. For comparison of historical aircraft, the maximum thrust for each of the two engines of the F-15C is 23,700 lbf with afterburner, while the F-14's two engines were each capable of 28,200 lbf with afterburner. For comparison to aircraft that have historically operated at NAS Whidbey Island, the Prowler engines each generate 10,400 lbf of thrust.

4.d. Day-Night Average Sound Level Metric

The day-night average sound level (DNL) metric is discussed in Section 3.2.2.1. DNL has been determined to be a reliable measure of long-term community annoyance from aircraft noise and has become the standard noise metric used as a federal standard for measuring noise impacts. The DNL metric is the industry standard methodology, supported by guidance from the Federal Aviation Administration (FAA), U.S. Environmental Protection Agency, Department of Defense (DoD), Federal Interagency Committee on Noise, American National Standards Institute, and World Health Organization, among others, and is the most accurate and valid method for evaluating the impacts of noise under current and future conditions. As a federal standard, the DNL metric is used by many state and local governments, including Island County, in their land-use planning and zoning ordinances. In addition, the use of 65 decibels (dB) DNL is the established federal standard for determining potential for high annoyance. This sound level has been identified in both the FAA's Part 150 Program and the DoD's Air Installations Compatible Use Zones (AICUZ) Program (including the individual Air Force and Navy programs) as a threshold for land use recommendations. Land use guidelines for evaluating acceptable noise levels were developed based upon 365-day averaging, and the analysis remains consistent with that standard. If solely active flying days had been computed, the results would not be applicable to the established guidelines (based on 365-day averaging) and could not be applied directly.

Some commenters have noted that the DNL metric is an average metric over the course of an entire year, whereas the airfields at the Naval Air Station (NAS) Whidbey Island complex do not necessarily have aircraft operations every day throughout the year; therefore, noise should be assessed on active flying days (this topic is also discussed in Section 3.1.2 of the Environmental Impact Statement [EIS]). The DNL metric is not particularly sensitive to the modeled number of days per year, meaning the results do not vary drastically if the aircraft noise is averaged over the entire 365-day calendar year, or a number of days less than that number. The noise contour results are dictated more by what aircraft are flying, the types of operations they are conducting, and their frequency of operations. The NAS Whidbey Island complex typically operates 5 days per week, or approximately 260 days per year. If the DNL metric for the analysis were utilized 260 days per year, the DNL values would only increase by approximately 1.5 dB beyond those computed for 365 days per year. This 1.5 dB adjustment would apply equally to both the existing condition and the proposed scenarios, so the increases reported under the Proposed Action would not change regardless of the number of flying days used for the analysis. Additionally, the use of Average Busy Day (ABD) would fail to account for the benefit the Navy's minimal weekend operations would have on those days, which are days when people are less likely to be away from their homes at

work. Also, ABD used for an analysis with multiple scenarios can be misleading. For example, if an airfield doubles operations but also doubles its flying days, the resulting DNL will not change with all else being equal.

In 1974, the U. S. Environmental Protection Agency published *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (March 1974), also known as the “Levels Document,” that reviewed the factors that affected communities. DNL (still known as L_{dn} at the time) was identified as an appropriate noise metric, and threshold criteria were recommended. Threshold criteria for annoyance were identified from social surveys in which people exposed to noise were asked how it affected them. Surveys provide direct, real-world data on how noise affects actual residents. In 1978, noise researcher T. J. Schultz showed that the common ground among studies was the number of people “highly annoyed,” defined as the upper 28-percent range of whatever response scale a survey used. Consistent with World Health Organization recommendations, the Federal Interagency Committee on Noise considered the “Schultz Curve” to be the best source of dose information to predict community response to noise but recommended further research to investigate the differences in perception of noise from different sources. While more recent research has shown that people may be more sensitive to today’s noise environment, the 1978 Schultz Curve is still recognized in the United States and enacted in land-use ordinances at the federal, state, and local levels. For additional details regarding the latest analysis related to people highly annoyed by noise and related noise exposure, refer to Appendix A1 (Section A.3.1) of the Aircraft Noise Study (Appendix A).

Because DNL is an average and is often viewed as an inadequate prediction of annoyance to single-event aircraft noise, the analysis includes supplemental analyses. The analysis evaluated 48 points of interest in the community, of which 30 representative locations were analyzed for potential indoor speech interference, 30 locations for potential for sleep disturbance, 12 locations for potential for classroom learning interruption, and 48 locations for recreation and outdoor speech interference. The supplemental analyses utilize the appropriate single-event metrics that include Maximum Sound Level (L_{max}), Sound Exposure Level (SEL), and numbers of events above (NA), a threshold level consistent with U. S. Department of Defense guidance (see Sections 4.2.2.2, 4.2.3.2, and 4.2.4.2).

4.e. Day-Night Average Sound Level Contours and Noise

The day-night average sound level (DNL) metric is discussed in Section 3.2.2.1. Within that discussion, it is noted that the 65 decibel (dB) DNL is the established federal standard for determining potential for high annoyance. This level has been identified in both the Federal Aviation Administration’s Part 150 Program and the Department of Defense’s (DoD’s) Air Installations Compatible Use Zones Program (including the individual Air Force and Navy programs) as a threshold for land use recommendations. Consistent with this guidance, 65 dB DNL is used to show areas with potential for high annoyance in this analysis. However, aircraft noise does occur outside the 65 dB DNL contour. In order to more fully reflect the noise environment, the Draft Environmental Impact Statement (EIS) included noise contours of 60 dB DNL, as well as detailed noise analysis for specific points of interest. In response to public comments, the Navy has expanded the analysis in the Final EIS to show geographic areas subject to greater than 55 dB DNL, and has analyzed 18 additional points of interest.

For additional details related to the latest analysis regarding people highly annoyed by noise and related noise exposure, refer to Appendix A1 (Section A.3.1) of the Aircraft Noise Study (Appendix A). Land use guidelines for evaluating acceptable noise levels were developed based upon 365-day averaging. The

analysis remains consistent with that standard. There are increases to the size of the DNL noise contours under each of the proposed alternatives/scenarios presented in Section 4.2. Under all alternative/scenario combinations, the land area within the DNL noise contours would increase, but it would do so to varying degrees. The tables and figures throughout Section 4.2 show the estimated change in acreage and consequent estimated change in the population within the noise contours, including the 65 dB DNL, 70 dB DNL, and greater than 75 dB DNL contours, and tabulate these data by Ault Field, Outlying Landing Field Coupeville, and total. Based upon public comments, municipal boundaries for cities and towns around the two airfields have been added to show their location in relation to the DNL noise contours.

Many commenters have noted that the 65 dB DNL threshold is not adequate because it does not reflect that noise exists outside the 65 dB DNL noise contour. See Section 3.2.2, which explains how DNL is calculated and why it is a valuable metric to measure community annoyance. The Navy recognizes that high levels of noise can occur outside of the 65 dB DNL noise contour. For this reason, the Navy selected points of interest throughout the community, including a large number outside of the dB DNL noise contours, and used supplemental metrics to provide a more comprehensive presentation of the noise environment (see Sections 3.2 and 4.2).

4.f. Noise Measurements/Modeling/On-Site Validation

Measuring current noise conditions and/or monitoring future noise conditions, as well as collecting subjective/experiential data, are not being considered. In addition, the results of the National Park Service's noise study affirm the results modeled by the Navy, and additional noise monitoring would not change the results of the impacts presented in this analysis.

The discussion of the NOISEMAP model, as well as the data inputs into the model that were used for this analysis, can be found in Section 3.2.2. NOISEMAP is the accepted U.S. Department of Defense standard for assessing noise impacts.

4.g. Average Annual Day/Average Busy Day Noise Levels

Some commenters have stated that the Navy should have used the Average Busy Day (ABD) methodology found in the Navy's Air Installations Compatible Use Zones instruction. The ABD methodology is not appropriate for this analysis for the reasons stated in Section 3.1.2.

4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations

For a discussion on noise, refer to Section 3.2 and Appendix A (Aircraft Noise Study). A-weighting best replicates human hearing and is the most appropriate for the assessment of annoyance from aircraft noise. A-weighted sound levels form the basis of the day-night average sound level (DNL) metric, which is the best available metric to relate aircraft noise to long-term annoyance. The Federal Interagency Committee on Noise found that "There are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric."

Commenters have suggested that A-weighted measures may not be as accurate in determining the disturbing effects of noises with strong low-frequency components. However, the alternative measurement methodology using C-weighting increases the emphasis on lower frequencies when compared with A-weighting. C-weighting is most appropriate for impulsive or repetitive sounds, such as blast noise and machine gun fire, which contain significant low-frequency noise, as well as continuous

noise sources such as pumps and compressors. The Federal Aviation Administration continues to recommend and utilize DNL and A-weighting for airfield noise studies, and the U. S. Department of Defense (DoD) methodology used in the Environmental Impact Statement is consistent with all applicable federal standards. The majority of the journal articles and studies reviewed as part of this assessment used the A-weighted noise measurement, while a few used unweighted noise and a small number used C-weighted noise as part of their analysis.

The low-frequency sound characteristics of the Growler vary from those of the Prowler, which previously operated at Naval Air Station Whidbey Island, but are quite similar to the sound characteristics of typical fighter aircraft. The Growler generates the greatest sound pressure levels at frequencies between 200 and 4,000 Hertz, consistent with the sound pressure levels of many commercial jetliners, and noise impact analyses for these commercial jetliners utilize A-weighted DNL measurements. The Prowler actually generated additional mid-to-higher frequency noise in the 4,000 to 10,000 Hertz range, which is atypical of most commercial aircraft and jet fighter aircraft, and is therefore unique.

Common complaints associated with low-frequency vibrations depend on the individual perceiving the noise, but they could include annoyance/fright, concerns about structural effects on homes, or potential health effects. These are discussed in Section 4.2, as well as in Appendix A.

The 15 decibel (dB) and 25 dB attenuation levels for, respectively, windows-open and windows-closed conditions utilized in this analysis are consistent with DoD guidance. These values already account for the reduced attenuation at lower frequencies as well as the greater attenuation at high frequencies. The supplemental metrics that include assumed values of structure attenuation (sleep disturbance, speech interference, and classroom learning) apply the same attenuation to all scenarios. The analysis focuses on a “before-and-after” comparison of the Proposed Action to existing conditions, which effectively reduces or completely eliminates the impact of variances in assumed structure attenuation.

4.i. Other Noise Metrics Not Currently in Analysis

As stated in Section 3.2, the day-night average sound level (DNL) is the standard and federally accepted metric for assessing community annoyance due to aircraft noise impacts. Effective Perceived Noise Level and Weighted Equivalent Continuous Perceived Noise Level are typically used only for engine certification. In addition, Effective Perceived Noise Level and Weighted Continuous Perceived Noise Level are analogous to sound exposure level (SEL) in that both are best suited to single-event analysis. For this reason, the industry standard metric for measuring annoyance remains DNL, and SEL is the accepted supplemental metric for assessing single-event sound levels. The Federal Interagency Committee on Noise found “There are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric.” The Federal Aviation Administration continues to recommend and utilize DNL, and the U. S. Department of Defense methodology remains consistent. To include Effective Perceived Noise Level and Weighted Equivalent Continuous Perceived Noise Level would not provide significant value.

DNL is considered an annoyance metric that relates long-term community exposure to the percentage highly annoyed. Other metrics, such as Community Noise Equivalent Level (or CNEL), are used in California; however, it is not utilized nearly as much as DNL and is not as prevalent in scientific literature that correlates noise to high annoyance levels. DNL is widely considered the standard when assessing annoyance and noise.

4.j. Other Reports

Several other reports, some of which are noise-related, examine both measured and experiential noise in the areas near and far from Naval Air Station (NAS) Whidbey Island. These include the National Park Service Report for Ebey's Landing National Historical Reserve (2016), the Dahlgren Report on Combat Jet Noise from Landing and Taking Off at Whidbey Island Outlying Landing Field (OLF) Coupeville (2015), the JGL Acoustics, Inc., Report on Whidbey Island Military Jet Noise Measurements (2013), and the San Juan County Jet Aircraft Noise Reporting (2014 to present), among others; these are discussed in Section 1.12.

4.k. Comparison of the Prowler to the Growler

The Proposed Action does not include analysis of the transition of the Prowler to the Growler, which was completed in June 2016. The Prowler aircraft has been retired and no longer operates at the Naval Air Station (NAS) Whidbey Island complex. This Proposed Action includes additional Growler aircraft that would operate at the NAS Whidbey Island complex; therefore, a comparison of two different aircraft is irrelevant to the Proposed Action. The comparison of the Prowler aircraft to the Growler aircraft was discussed in the 2005 Environmental Assessment for that transition before Congress appropriated funds to purchase an additional 36 Growler aircraft.

4.l. Points of Interest

As discussed in Section 3.2, the day-night average sound level (DNL) metric depicts average sound, and it is the federally accepted metric for assessing community noise impacts. However, since average sound (DNL) is not what one hears and because the Navy acknowledges that aircraft noise does not stop at the 65 decibel (dB) DNL noise contour depicted around Ault Field and Outlying Landing Field (OLF) Coupeville, the Navy included several supplemental metrics that provide information on single-event noise. These include the maximum sound level, sound exposure level, number of events above a threshold, indoor and outdoor speech interference, probability of awakening, and classroom learning interference. These metrics are related to single noise events, rather than an average, and are also associated with representative points of interest where an individual may experience these noise events. The analysis of single noise events is presented throughout Sections 3.2 and 4.2.

The noise analysis in the Draft Environmental Impact Statement evaluated supplemental metrics at 30 points of interest (POIs), which included a mix of residential areas, parks, and schools. Based upon public input, an additional 18 POIs have been added to the noise analysis. The analysis of 48 POIs is beyond what is typically conducted for an aircraft noise analysis, and it provides a comprehensive picture of the noise impacts not only around the two airfields but also around the region for areas 20 to 30 miles away. These additional 18 POIs included additional residential areas, schools, and parks, as well as two points in Ebey's Landing National Historical Reserve as identified in the National Park Service's acoustical monitoring report. The two points from that report (designated as EBLA001 [Reuble Farmstead] and EBLA002 [Ferry House]) correspond to POIs P18 and P17, respectively, in this Environmental Impact Statement (EIS). In addition, the analysis of outdoor speech interference was also included for all POIs, as well as broken out between estimated daytime and nighttime operations for residential areas and schools because individuals would spend time outdoors at both of those types of locations. In general, the POIs were chosen based upon several factors, including geographic dispersal from the airfields and under flight operations, near major or identifiable landmarks, and areas that have had a history of noise impacts. It should be noted that for POIs located closely to one another (i.e., within about 0.25 mile,

depending on topography), the results will most likely be the same or very similar and thus not add value to the analysis. Furthermore, it is possible to deduce the potential noise impacts for a specific location based on its proximity to a POI and its distance from the airfields. In addition, despite particular POIs being designated as a residence, school, or park, several of the POIs are also used as surrogates for relevant supplemental metrics. For instance, all of the “school” POIs also are included in the tables presenting the probability of awakening data because it is assumed that schools are located within residential areas.

Certain POIs may experience a lower maximum sound level or sound exposure level between the No Action Alternative and the alternatives. This would most likely be due to the standardization of some of the flight tracks at OLF Coupeville.

4.m. Supplemental Metrics

Please see Section 3.2.2 and Appendix A for a discussion of the various noise metrics used in this analysis as well as modeling assumptions and the applicability and use of the day-night average sound level (DNL) metric in the Environmental Impact Statement (EIS) analysis. DNL has been determined to be a reliable measure of long-term community annoyance from aircraft noise and has become the standard noise metric used by federal agencies for measuring noise impacts. The Federal Aviation Administration, U.S. Environmental Protection Agency, U.S. Department of Defense, Federal Interagency Committee on Noise, American National Standards Institute, and World Health Organization, among others, use the DNL noise metric. As the federal standard, many state and local governments have included DNL noise contours in their land-use planning and zoning ordinances, including Island County. While the DNL noise metric is the federal standard for analyzing the cumulative noise exposure from all aircraft operations, additional metrics to supplement the noise analysis have been developed. These supplemental metrics and analysis tools provide more detailed noise exposure information for the decision makers to consider, including noise from single events, and improve the overall discussion of noise exposure. These supplemental metrics are also based upon what an individual may experience when aircraft are flying in the vicinity and, therefore, may be more appropriate for describing what visitors and/or tourists to the area may encounter. However, it should be kept in mind that these are still averages, and, on a given day, an individual may experience more or fewer noise events than are presented in the EIS.

In response to inputs and public comments, the EIS analyzed the potential impacts of noise exposure as it relates to specific noise events at 48 points of interest. As a result, the analysis provided a comprehensive picture of noise impacts in the region up to 30 miles away from Ault Field and Outlying Landing Field Coupeville. The following supplemental noise metrics were analyzed: single-event noise levels (sound exposure level and maximum noise level), number of events above a threshold, indoor speech interference, classroom/learning interference, sleep disturbance, and potential noise effects on recreation (i.e., outdoor speech interference). In addition, from the Draft EIS to the Final EIS, an outdoor speech interference analysis was added to all residential and school points of interest based upon public comments received and resident and student activities outdoors. The results of this analysis vary depending on the alternative/scenario and the annual operations modeled. To understand the full impact of these supplemental metrics, see Section 4.2.2.2 (Alternative 1), 4.2.3.2 (Alternative 2), or 4.2.4.2 (Alternative 3). To understand how the 48 points of interest were selected, see Section 3.2.4.3 of this EIS or Response 4.i.

4.n. Speech Interference (Indoor and Outdoor)

The Environmental Impact Statement (EIS) evaluates indoor and outdoor (recreational) speech interference within Sections 3.2 and 4.2, as well as in Appendix A. The analysis utilizes supplemental metrics to identify potential impacts from noise exposure that could be realized under the alternatives, including additional events of indoor and outdoor speech interference. Sections 3.5.2.5 and 4.5.2.2 (Recreation and Wilderness) include a discussion on noise effects on outdoor recreational experiences and areas. Consistent with other U. S. Department of Defense environmental documents, the analysis includes outdoor speech interference measured by the number of average daily daytime and nighttime events per hour subject to outdoor maximum sound level of at least 50 decibels (dB). The 50 dB threshold matches the sound level at the listener analyzed for interior speech interference. In addition, based on public input on the Draft EIS, outdoor speech interference analysis was included for all 48 points of interest, including residences, schools, and parks.

4.o. Classroom Learning Interference

Classroom learning and indoor speech interference are discussed in Sections 3.2 and 4.2, as well as in Appendix A1. The analysis includes classroom interruptions during an 8-hour school day from 8:00 a.m. to 4:00 p.m., Monday through Friday. The methodology of average interrupting events during school hours is utilized for the No Action Alternative conditions and the alternatives and is the most practical way to compare the impacts across all scenarios. The average number of interrupting events per hour would increase by up to one-third at several schools. Since actual flight schedules and times would vary throughout the year, some days and hours would have more frequent interrupting events than the stated average, while during other days and hours they would have no interrupting events when Growler aircraft are not operating at Ault Field or Outlying Landing Field Coupeville. In addition, the Navy has historically worked with the school districts in the communities surrounding the airfields to best minimize impacts, where practicable, including minimizing flight activity during major school testing dates (see Section 4.2.6).

In the Draft Environmental Impact Statement (EIS), seven schools and two residential points of interest used as school surrogates were analyzed for classroom learning interference. In addition, based on public input, three schools were added to this analysis, for a total of 12 locations. Additionally, information regarding the noise levels in portable classrooms was added. See Section 4.2 for a detailed analysis of aircraft noise at these points of interest in relation to cognitive abilities. In addition to analysis of buildings considered to have sound attenuation, based on public input on the Draft EIS, outdoor speech interference analysis was included for all 48 points of interest, including the 10 schools and two school surrogates.

Additional information and discussion on noise impacts to academic performance, including state-wide assessments, was added to Appendix I. Applicable peer-reviewed studies were incorporated into the analysis. Many factors may influence academic performance, such as an engaging curriculum, teacher experience, parental involvement, students' attitudes toward education, and the school environment. In general, the noise environment can impair learning in schools and may contribute to poor academic performance of an individual student. Based on the test scores and graduation rates analyzed in Appendix I, students in local schools districts are more academically successful than many of their peers across the State of Washington as a whole.

The Navy has not sought additional appropriations for improvements to state or private property. Specific Congressional authorization and appropriation would be required for such funding. The Navy does not intend to seek specific Congressional authorization and appropriation of funds for these purposes to support the increase in Growler operations. The decision to implement sound attenuation is a choice made by local governments and school boards.

Work and homework disturbance were not quantified in the analysis; however, a qualitative discussion of work and homework disturbance was added to Section 4.2. Generally, the number of work and homework disturbance events can be assumed to be similar to the number of speech interference events or classroom learning interference events, presented in Sections 3.2 and 4.2.

Generally speaking, aircraft noise, classroom learning interference, sleep disturbance, and health are all related in a number of ways. As discussed in Section 4.2, the probability of awakening from sleep increases under all alternatives. Sleep disturbance may impact students' ability to learn. Additionally, impaired learning and poor academic performance can lead to increased student stress, which has a number of health outcomes. Furthermore, at-risk students, such as those with special needs, may be adversely affected at lower sound levels. Applicable peer-reviewed studies related to classroom learning and health were reviewed, and those that were relevant to the Proposed Action and are peer reviewed were incorporated into the analysis in Appendix A1.

4.p. Sleep Disturbance

As discussed in Sections 3.2 and 4.2, the analysis uses the standard methodology for calculating sleep disturbance from noise. Noise effects on health, including lack of sleep due to noise, are discussed within Appendix A1. U. S. Department of Defense guidelines for evaluating sleep disturbance are based upon methodology and standards developed by the American National Standards Institute and the Acoustical Society of America in 2008, and these methodologies and standards are used widely in National Environmental Policy Act documents. Additional details regarding level of residential sound attenuation, sound exposure level, and number of events assumed in the modeling were added to Section 3.2. The American National Standards Institute methodology does not quantify noise impacts to the process of falling asleep. Information regarding the number of nights the Naval Air Station Whidbey Island complex is expected to conduct field carrier landing practice under each alternative was also added to Section 4.2. The potential for field carrier landing practice to disturb sleep is higher in the summer because, for pilots needing nighttime training, sunset occurs much later in the evening during the summer and therefore flights are more likely to occur while individuals are sleeping.

The probability-of-awakening information presented in Sections 3.2 and 4.2 is based upon individuals sleeping indoors. Sleeping outdoors or in a tent does not provide the sound attenuation associated with a house; therefore, there would be a higher probability of awakening while camping and sleeping outside. In order to approximate the amount of potential sleep disturbance that might occur if an individual were sleeping outdoors in a tent, the number of events above a Maximum Sound Level of 50 decibels per hour was calculated and is included in the outdoor speech interference tables in Sections 3.2 and 4.2. This would not have the sound attenuation that is part of the probability of awakening metric but serves to provide the decision maker with an average change of nighttime events that may result in awakening. It should be noted that this is on an average basis; therefore, there may be nights when there are more events per hour and other nights when there are fewer events per hour. In addition, noise impacts on recreational activities are discussed in Sections 3.5.2.5 and 4.5.2.2.

4.q. Potential Hearing Loss

As part of this analysis, an evaluation of the risk of potential hearing loss for (human) populations in the areas around the Naval Air Station Whidbey Island complex was conducted (including both Ault Field and Outlying Landing Field [OLF] Coupeville). Details on the potential hearing loss metric, methodology for the analysis, and assumptions are outlined in Section 3.2, as well as in Appendix A1. The original basis for the metric is grounded in the 1982 U.S. Environmental Protection Agency Guidelines for Noise Impact Analysis. These guidelines provide that people who experience continuous, daily exposure to high noise over a normal working lifetime of 40 years, with exposure lasting 8 hours per day and beginning at an age of 20 years old, may be at risk for a type of hearing loss called Noise Induced Permanent Threshold Shift (NIPTS). The current Defense Noise Working Group guidance outlines the process for identifying potential at-risk populations that may experience NIPTS, and this guidance was followed for the analysis. While hearing loss is unlikely, the analysis is presented in Sections 3.2 and 4.2 and includes an estimation of at-risk populations with both average hearing sensitivity and more highly sensitive hearing. The potential at-risk populations would be located in high-noise areas in close proximity to the airfields and are tabulated by Ault Field, OLF Coupeville, and total. In addition, based upon public comments, municipal boundaries for cities and towns around the two airfields have been added to show their location in relation to the day-night average sound level noise contours.

However, it should be noted that this guidance is extremely conservative and based upon the assumption that individuals are outdoors at their residence and exposed to all aircraft activity for 40 years. This is coupled with the fact that according to national averages, individuals are indoors approximately 87 percent of their day, and it would be unlikely that they would be exposed to this level of noise without some degree of sound attenuation. The amount of time spent outdoors varies between individuals, seasons, geography, and other factors; however, 13 percent of an individual's days is a reasonable average.

This is an analysis that identifies potential at-risk populations but does not attempt to provide a definitive measurement of hearing loss. This information has been included in the analysis and is available as part of the information for decision makers to consider with respect to the Proposed Action.

4.r. Nonauditory Health Effects

The Environmental Impact Statement (EIS) analysis considers the potential for aircraft noise to impact one's health, as discussed throughout Section 4.2 and Appendix A1. A review of existing literature addressing nonauditory health effects from aircraft noise exposure was included in the Draft EIS. In addition to this and based upon public comment, specifically from the State of Washington Department of Health, the U.S. Environmental Protection Agency, and other public comments, requests were received to review additional published articles. In preparation of the Final EIS, the Navy reviewed 260 published articles as suggested by public comment. An in-depth review of these documents is provided in Appendix A1 of the Aircraft Noise Study. The Navy's review identified that many of these studies already had been reviewed and included in the Navy's literature review or were referenced in or by studies the Navy had already considered. However, expanded information has been incorporated as appropriate. See Appendix A8 for details on the literature review process. Additional topics discussed include, but are not limited to, hypertension and cardiovascular health, lack of sleep, stress, and anxiety. Noise effects on health are discussed in Section 4.2 as well as in Appendix A1. In addition, lack of sleep due to noise, during pregnancy, and among particularly susceptible populations is discussed within

Appendix A1. Most of the journals and studies reviewed as part of this assessment used the A-weighted noise metric, while a few used unweighted noise, and a small number used C-weighted noise as part of their analysis.

Numerous epidemiological studies and meta-analyses have been conducted on the long-term health impacts of exposure to noise; these are summarized in Appendix A1 and Section 4.2 of this EIS. These studies and analyses are primarily a narrative review of the basic premise of these studies, which is that noise can cause annoyance, annoyance can cause stress, and prolonged stress is known to be a contributor to a number of health disorders, such as hypertension, myocardial infarction (heart attack), cardiovascular disease, and stroke.

The National Environmental Policy Act does not require the Navy to develop best available science when the “overall costs of obtaining it [the information] are exorbitant or the means to obtain it are not known.” Therefore, the Navy must rely on the best existing scientific data to determine the potential for impacts. Based on an exhaustive literature review, which was updated based on public comments, it is not possible to state that there is sound scientific evidence that aircraft noise is a significant contributor to health disorders. The analysis determination that there would be no significant adverse nonauditory health effects does not necessarily exclude the possibility of less than significant adverse health effects (see Appendix A1 and Section 4.2). In addition, an individual’s health is greatly influenced by many confounding factors known to cause health issues (e.g., heredity, medical history, smoking, diet and exercise). These confounding factors have a larger and more direct effect on an individual’s overall health than intermittent exposure to aircraft noise.

4.s. Health Impact Assessment and Long-term Health Study Requests

Health Assessment Requests: Commenters requested the Navy conduct its own long-term health study of Island County. Specifically, the U.S. Environmental Protection Agency (USEPA) and the Washington Department of Health (WADOH) have asked the Navy in comments to conduct a “Health Impact Assessment (HIA).” The initial comments did not clarify exactly what the USEPA and WADOH desired by asking for an HIA, because HIAs are National Environmental Policy Act (NEPA)-like documents associated with proposed actions and are often limited to reviews of current literature that may be relevant to certain health impacts associated with a proposed action. To this end, an HIA would merely duplicate, and in many cases would be far less comprehensive than, this Environmental Impact Statement (EIS). Not only did the Navy conduct a comprehensive review of the best available science, it also conducted a comprehensive qualitative analysis using several metrics to measure impacts to the human environment that far exceeds the analysis of an HIA. To the extent that the intent is not to perform an HIA but to conduct a long-term, scientific research study on the impacts of aircraft noise and human health, such a study is beyond the scope of this analysis. In follow-on discussions with USEPA staff, it was agreed that the EIS already contained a substantial analysis regarding both auditory and nonauditory impacts from aircraft noise and that placing this information in one comprehensive appendix would help present this information to the public (see Appendix I of this EIS and the Noise and Health Reader’s Guide in the Executive Summary).

As previously stated, the Navy conducting its own long-term health study or HIA of Island County is beyond the existing scientific literature, would take years, and is outside of the scope of the analysis. In accordance with 40 Code of Federal Regulations 1502.22, the Navy intends to clarify and highlight the use of best available science and data and make clear that some information is incomplete or

unavailable. NEPA does not require the Navy to develop best available science when the “overall costs of obtaining it [the information] are exorbitant or the means to obtain it are not known,” and therefore the Navy must utilize best available science and data for the analysis. Despite the intuitive feeling that noise in some way must impair health and some non-scientific articles supporting this theory, there are no studies that definitively show a causal and significant relationship between aircraft noise and health. Such studies are notoriously difficult to conduct and interpret because of the large number of confounding factors that have to be considered for their effects to be excluded from the analysis. The World Health Organization notes there is still considerable variation among studies. Almost without exception, research studies conclude that additional research is needed to determine whether such a causal relationship between noise and human health exists. The European Network on Noise and Health, in its summary report of 2013, concludes “...while the literature on non-auditory health effects of environmental noise is extensive, the scientific evidence of the relationship between noise and non-auditory effects is still contradictory.” Because the best available science does not definitively show a causal and significant relationship between aircraft noise and health, it would be speculative to link any nonauditory health data collected to aircraft noise instead of to other factors.

Per recommendations from public comment letters, the Navy reviewed the referenced literature submitted by the WADOH and USEPA and other public comments, and took an extensive look at the best available science; a summation of those journal articles has been added to Appendix A1. These studies were in addition to an already thorough review of literature presented in the Draft EIS. In addition, the Navy looked at community health and learning and other HIAs conducted from aircraft noise and presented the findings in Appendix I of this EIS. The EIS also includes a Noise and Health Reader’s Guide, which is intended to assist readers in locating information within the EIS related to potential health effects of noise. The guide is located in the Executive Summary, just prior to the Table of Contents.

Based on the Navy’s extensive literature review and qualitative analysis of impacts using best available science and long-standing government and industry standards, the Navy believes it has the information it requires to assess potential impacts from the Proposed Action.

4.t. Noise Mitigation

Naval Air Station (NAS) Whidbey Island’s policy is to conduct required training and operational flights with a minimal noise impact on surrounding communities. Numerous noise-abatement procedures are specified in the current air operations manual (NASWHIDBEYINST 3710.1AA) for NAS Whidbey Island. Airfield procedures employed to minimize or abate noise for operations conducted at the NAS Whidbey Island airfields include optimization of flight tracks, restricting maintenance run-up hours, runway optimization, and other procedures, many of which are used at other commercial, private, and military airfields. Refer to Sections 1.11, 2.2, 2.4.2, 2.4.3, 3.1, 3.2.4.2, 4.2.6, and Appendix H for discussion of the Navy’s noise abatement procedures at NAS Whidbey Island and noise mitigation measures.

NAS Whidbey Island has historically worked with federal, state, and local elected officials and agencies from surrounding communities to best minimize impacts where practicable, including minimizing flying at Outlying Landing Field (OLF) Coupeville on weekends and minimizing flight activity during major school testing dates and major community events. The Navy will continue to evaluate advances in technology as well as evaluating policies and procedures to minimize, reduce, and mitigate impacts to the community as much as practicable.

Section 4.2.6, Noise Mitigation, and Appendix H include discussion of potential mitigation measures, including facility and technology solutions such as a hush house and chevrons. In addition, a discussion is included for Precision Landing Mode (PLM), also known as Maritime Augmented Guidance with Integrated Controls for Carrier Approach and Recovery Precision Enabling Technologies, or MAGIC CARPET), which is a new operational capability that has a noise-mitigating benefit. As such, it should be noted, and as discussed in Section 3.2, one of the noise modeling refinements between the Draft EIS and the Final EIS was updating the noise analysis assuming the full implementation of PLM at NAS Whidbey Island, which included an overall reduction of field carrier landing practice (FCLP) requirements by 20 percent and led to a reduction in the number of FLCP operations (from a high of 43,000 FCLPs in the Draft EIS to a high of 29,000 FCLPs in the Final EIS). This assumption was applied to both the No Action Alternative as well as the various alternatives and scenarios, as it is an independent effort being implemented by the Navy and is not dependent on the Proposed Action.

Many public commenters suggested noise mitigation techniques for the Navy to consider. Specifically, some commenters have suggested that the Navy should have analyzed the use of unmanned aircraft to meet the Growler mission. No such aircraft exist that can perform the electronic attack mission, so no such alternative or mitigation is available. Some commenters have suggested that the Navy should install blast deflectors as noise mitigation. Blast deflectors, however, do not mitigate noise but instead are intended to prevent jet blast from injuring people or damaging property by deflecting a jet's exhaust. To the extent blast deflectors mitigate any noise, they do so only on the installation itself and immediately adjacent to the deflector. In addition, blast deflectors would not reduce the noise of aircraft operations in flight.

4.u. Local Noise Ordinances

Although local noise ordinances do not apply to U.S. government activities, this Environmental Impact Statement did consider them in Sections 4.2 and 4.5. Furthermore, Washington Administrative Code Chapter 173-60-050 (3)(b) exempts sounds originating from aircraft in flight and sounds that originate at airports that are directly related to flight operations from noise regulations and/or ordinances.

4.v. Impacts to Domestic Pets, Livestock, or Wildlife

Potential impacts to domestic animals, including cattle, horses, swine, and domestic fowl, as well as various mammals and wildlife, are discussed in Appendix A1, as well as in Sections 3.8 and 4.8, Biological Resources. Noise effects on household pets would be similar to those described for other domestic animals.

5. Public Health and Safety

5.a. Accident Potential Zones

Most aircraft mishaps occur on or near the runway, with mishaps diminishing in likelihood with distance. Based on studies of historical mishaps, the Navy and other services have identified Accident Potential Zones (APZs) (see Section 3.3.1). While APZs do not predict the likelihood of an aircraft mishap, they do predict the most likely location of an aircraft accident, if one were to occur.

The Environmental Impact Statement (EIS) analyzed the flight operations for each alternative where they generally utilized the same arrival, departure, or pattern flight tracks to identify where new

potential APZs would be needed. The EIS concludes that no new APZs would be needed at Ault Field, and APZs may be needed at Outlying Landing Field (OLF) Coupeville depending on the alternative and scenario selected. The EIS depicts these conceptual APZs (see Section 4.3.2.3). The Navy's official recommendation for APZs at OLF Coupeville will be confirmed through the Air Installations Compatible Use Zones study process. However, it is up to the municipality to consider and establish an APZ for OLF Coupeville and to adopt zoning to enhance public safety. It is the municipality's action that will influence future land use decisions. In fact, the municipality has choice on the degree to which it implements the Navy's recommendations. Section 4.5.2.1, Land Use, Potential Impacts, Land Use Compatibility, analyzes the land use types under the conceptual APZs.

OLF Coupeville also had APZs recommended as part of the 1986 AICUZ process that reflected the field carrier landing practice patterns of the time; however, the recommended APZs were never adopted by the local municipality. During the 2005 AICUZ process, it was determined that additional APZ coverage was not warranted at that time because operational numbers were below the threshold (approximately 5,000 operations per approach or departure flight track) for the establishment of APZs at that location. Therefore, only Clear Zones are currently present at OLF Coupeville runways.

5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere

More aircraft operating in and around the Naval Air Station (NAS) Whidbey Island complex would certainly increase the tasking and load of air traffic controllers and ground support personnel, as well as aircrew members (pilots) themselves. The analysis examines existing airspace conditions in Section 3.1 and impacts to airspace under each alternative in Section 4.1. Modeled airfield operations at the NAS Whidbey Island complex and existing airspace and procedures can accommodate increased operations except for Scenario C under all alternatives. An expected increase in scheduling challenges and the potential for mission delays could occur at Ault Field under Scenario C, which could cause deficiencies in pilot proficiency and unit readiness.

5.c. Condition of Outlying Landing Field Coupeville

Some commenters have suggested that Outlying Landing Field (OLF) Coupeville is insufficient or unsafe to use because of its length. While OLF Coupeville's 5,400-foot runway is the shortest field carrier landing practice (FCLP) runway in the Navy, it does meet length requirements for supporting EA-18G FCLP. A longer runway would be appropriate if Growlers intended to conduct full-stop landings at the OLF. Growlers do not do so, and such a stop would only be contemplated in the event of an emergency. In case of an emergency, OLF Coupeville has arresting gear, and Ault Field can serve as a diversion airfield due to its close proximity (see Section 3.3.2 and Appendix G of this Environmental Impact Statement). Appendix G, Civilian Airfield Analysis, discusses runway length and adequacy.

5.d. Environmental Health Risks and Safety Risks to Children

As described in Section 3.3.1.4, the president issued Executive Order 13045, Environmental Health Risks and Safety Risks to Children, on April 21, 1997. This order requires each federal agency to "make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children and shall . . . ensure that its policies, programs, activities, and standards address disproportionate risks to children." This order was issued because a growing body of scientific knowledge demonstrates that children may suffer disproportionately from environmental health risks and safety risks.

In accordance with Executive Order 13045, the Navy studied whether the impacts identified in the analysis would disproportionately impact children under the Proposed Action. The population living within the greater than 65 decibel day-night average sound level noise contours, including children, would be impacted by aircraft noise and have the potential to be impacted by aircraft mishaps. The Navy concludes (see Section 4.3.2.4) that although additional children would be impacted by the noise, the Navy does not anticipate any significant disproportionate health impacts to children caused by the aircraft noise. In addition, the Navy concludes there is no disproportionate environmental health and safety risk to children from possible aircraft mishaps because there are no schools or areas where children congregate under the conceptual accident potential zones. Additional analysis and information is provided in Section 4.3.2.4.

5.e. Lack of First Responders at Outlying Landing Field Coupeville

Public comments were received on concern for emergency service access at Outlying Landing Field (OLF) Coupeville. Section 3.10.3, Community Services, Affected Environment, describes how seven emergency services serve Whidbey Island. Naval Air Station (NAS) Whidbey Island Federal Fire Department serves NAS Whidbey Island, Navy Housing, the Seaplane Base, and OLF Coupeville. In accordance with Navy Instruction 3710 (series), a first responder unit is required to be present at OLF Coupeville during airfield operations, such as field carrier landing practice.

6. Air Quality

6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)

As discussed in Section 4.4, air emissions from the Growler aircraft would increase as a result of the Proposed Action. The analysis evaluates the change in emissions that would be associated with this action. These emissions are dispersed over a large area, and air quality in the region is in attainment with all National Ambient Air Quality Standards. The majority of aircraft emissions are gaseous, not particulate emissions that would fall on nearby properties.

As discussed in Section 4.4, the majority of total emissions and the increase in mobile emissions would occur at Ault Field, occurring on or over the aircraft runways and taxiways, while the increased operations at Outlying Landing Field (OLF) Coupeville would result in a three-fold increase in emissions at the OLF under Scenario A (See Table 4.4-3). Field carrier landing practice at OLF Coupeville does not include many ground-level flight modes or frequent afterburner use. Therefore, the total emissions at OLF Coupeville are low compared to emissions at Ault Field. For example, the emissions of carbon monoxide and volatile organic compounds at OLF Coupeville are, respectively, 4 percent and 1 percent of total emissions of these pollutants and represent, respectively, 10 percent and 2 percent of the total change in emissions.

The change in vehicle emissions attributable to the increase in personnel associated with the Proposed Action has been included in the analysis. Refer to Section 4.4 and Appendix B for estimated emissions. This increase in emissions from vehicle operations represents a small percentage of the total change in emissions associated with the Proposed Action and a smaller percentage of total vehicle emissions within the region.

Refer to Sections 4.4 and 4.16 for a discussion of the Navy's commitments to reduce air emissions from both mobile and stationary sources.

6.b. National Ambient Air Quality Standards Compliance

As discussed in Section 4.4, air emissions would increase as a result of the Proposed Action. The analysis evaluates the change in emissions from construction, operations, and mobile sources that will be associated with the Proposed Action. The annual emissions quantified for this analysis are dispersed over a large area at two different sites (Outlying Landing Field Coupeville and Ault Field), and most emissions would occur at Ault Field. These emissions are not likely to cause exceedances of the National Ambient Air Quality Standards (NAAQS).

Air quality within the Northwest Clean Air Agency jurisdiction is considered good. In 2016, the Washington Department of Ecology submitted recommended designation information for the 2015 eight-hour ozone NAAQS (70 parts per billion [ppb]), noting that 2013-2015 ambient air data collected at Anacortes established a design value of 42 ppb, the lowest level in the state and significantly lower than the standard. (Bellon, 2016).

The Northwest Clean Air Agency is responsible for maintaining air quality and air quality monitoring in the region, including compliance with NAAQS. The Northwest Clean Air Agency has reviewed the air quality analysis of this Environmental Impact Statement and had no comments to provide to the Navy (Buford, 2017). Because emissions are dispersed over a large area and air quality in the region is in attainment with all NAAQS, the Navy has determined that the Proposed Action is not likely to have a significant impact on air quality in the region. The Northwest Clean Air Agency will continue to monitor ambient air emission levels to confirm continued compliance with NAAQS.

Refer to Sections 4.4 and 4.16 for a discussion of the Navy's commitments to reduce air emissions from mobile and stationary sources.

6.c. Hazardous Air Pollutant Compliance

As discussed in Section 3.4, Hazardous Air Pollutant (HAP) emissions from stationary sources are covered by the Naval Air Station Whidbey Island Air Operating Permit (AOP). Changes to HAP emissions from stationary sources and ground equipment and vehicles have been quantified, and would be negligible and covered by source-specific restrictions and requirements. New volatile organic compound emissions from the painting, solvent, and fueling operations would not trigger a required change to the AOP. HAP emissions from aircraft are a subset of the volatile organic compound totals quantified in Table 3.4-5.

6.d. Air Operating Permit

As discussed in Section 4.4, construction equipment should not require revisions to Naval Air Station (NAS) Whidbey Island's Air Operating Permit. However, final selection of construction equipment will include a review of permitting requirements, and changes to the Air Operating Permit would be made if required. New operating emissions are subject to NAS Whidbey Island's Air Operating Permit. However, because there should be no new permitted sources and emission increases would be below permit-revision requirement thresholds, any emission increases would not be likely to result in changes to the Air Operating Permit. Final selection of building systems will include a review of permitting requirements, and changes to the Air Operating Permit would be made if required.

6.e. Jet Engine Test Cells

As stated in Sections 3.4.2 and 4.4.2, Growler engines (F414-GE-400) are not currently tested using out-of-frame methods at Naval Air Station Whidbey Island test cell facilities, and there are no plans to do this as a part of the Proposed Action. Increases in in-frame testing have been included as mobile emissions in the analysis.

6.f. Fuel Dumping

Fuel dumping is a highly controlled activity and is addressed in this Environmental Impact Statement in Section 3.4.2. Per the NAS Whidbey Island Air Operations Manual, Navy pilots are prohibited from dumping fuel at altitudes below 8,000 feet above ground level, except in an emergency situation. Fuel dumping is the practice of releasing jet fuel from the aircraft's fuel tank(s) to reduce the weight of the aircraft in order to provide a safe landing weight.

6.g. Chaff

Chaff consists of tiny, light aluminum and glass fibers that, when released from aircraft, provide a cloud that disrupts targeting and missile guidance to defend the aircraft against attack. Pilots conduct training with chaff in authorized training ranges to familiarize themselves not only with its deployment strategy but also to train themselves in combat response to chaff use. As discussed in Section 3.4.2, Growler aircraft have the capability to deploy chaff. However, while chaff is used in combat training exercises, it is not used during airfield operations at either Ault Field or Outlying Landing Field Coupeville; therefore, its use is not affected by the Proposed Action.

7. Land Use

7.a. Regional Land Use and Community Character

For a discussion of regional land use and the impacts to it, please see Sections 3.5.2.2 and 4.5.2.1, respectively. The Environmental Impact Statement concludes there will be no impact to regional land use from the Proposed Action.

In addition, per suggestions by commenters, two new sections, Community Character, and Community Character Environmental Consequences, have been added within the land use sections of the analysis (Sections 3.5.2.3 and 4.5.2.1.2, respectively); these sections analyze the potential of the Proposed Action to change the locally defined community character.

7.b. Land Use Compatibility and Air Installations Compatible Use Zones

As stated in Section 3.5.2.2, Regional Land Use and Land Use Controls, noise zones, accident potential zones, and recommendations to promote community development compatible with air operations are defined as part of the Air Installations Compatible Use Zones process. Please see Table 3.5-1 for Air Installations Compatible Use Zones land use compatibility recommendations. For a discussion on land use compatibility, please see Sections 3.5.2.4 and 4.5.2.1. The Navy has encouraged Island County to establish Accident Potential Zones (APZs) around Outlying Landing Field (OLF) Coupeville and to establish land use controls and building standards appropriate for high noise areas. The establishment of Ebey's Landing National Historical Reserve (of which the Navy is one of the many land owners) as well as

the Navy's Readiness and Environmental Protection Integration program have helped to ensure compatible land use and development around OLF Coupeville.

7.c. Noise Disclosure

It is the responsibility of the local municipalities to elect to implement or adopt the recommendations of the Navy's Air Installations Compatible Use Zones program. The Air Installations Compatible Use Zones program does not regulate land uses off base. Local governments should be proactive in recognizing components of the Air Installations Compatible Use Zones footprints and regulating development around airfields by means of Air Installations Compatible Use Zones ordinance addendums to their overall zoning ordinances (i.e., noise disclosures and building codes). As stated in Section 3.5.2.2, Regional Land Use and Land Use Controls, Island County and the City of Oak Harbor have adopted noise disclosure ordinances whereby noise disclosure is the responsibility of the property owner and his or her agents. Neither Skagit County nor the Town of Coupeville has adopted a noise disclosure ordinance. Noise disclosure is the responsibility of the property owner and his or her agents.

7.d. Recreation and Wilderness Analysis and Study Area

The study area for recreation and wilderness areas includes areas near the Naval Air Station Whidbey Island complex within the affected environment noise contours out to the 65 decibel (dB) day-night average sound level (DNL) noise contour. Outside the greater than 65 dB DNL noise contours, all land uses are generally considered compatible with military aircraft operations according to Navy Air Installations Compatible Use Zones program guidance. Analysis and maps in Sections 3.5.2.5 and 4.5.2.2 focus on areas within the study area (the greater than 65 dB DNL noise contour). Figures may not depict all parks and recreational areas outside the study area. Datasets used to show parks and recreational areas on Figure 3.5-3 are identified in Section 3.5.2.5.

The location-based analysis of recreation in Sections 3.5.2.5 and 4.5.2.2 considers all types of outdoor recreation. In response to comments received on the Draft Environmental Impact Statement (EIS), the Navy re-conducted its analysis on outdoor recreation areas for the number of noise events above 50 dB per daytime hour instead of the 65 dB threshold utilized in the Draft EIS. The new analysis is presented in Sections 3.5.2.5 and 4.5.2.2.

The parks and recreation areas considered in the EIS have been expanded based on public comments received on the Draft EIS to include additional areas such as local schools, sports fields, public beach access areas and trails, and privately owned and commercial recreational facilities, based on input received during the public comment period. Additional qualitative analysis has been added to Section 4.5.2.2 to consider potential impacts on recreation outside of federal, state, and local parks and other designated recreational facilities, including recreation on private property and on publicly accessible land.

The introduction to Section 4.5.2.2 has been revised to cite additional studies evaluating the impacts of recurring, intrusive aircraft noise on the recreational experience and perceptions of scenic landscapes. The section notes that, although visitors are currently exposed to noise from existing aircraft operations, intrusive noise would be expected to impact people recreating in other areas outside of parks and designated recreational land, such as urban centers or rural areas.

In addition, Section 4.5.2.2 addresses the impacts of the Proposed Action on recreational use and management of the San Juan Islands National Monument as a result of noise from Growler operations.

7.e. Impacts to Recreation from Noise/Operations

The analysis of impacts to recreational and outdoor areas in Section 4.5.2.2 considers the projected increase in the rate of intrusive noise events over 50 decibels (dB) and projected changes in annual average noise exposure at parks and other recreational areas within the study area. The increase in the rate of intrusive noise events over 50 dB by alternative is also shown in Section 4.2. Use of the number of events above 50 dB supplemental noise metric provides a method for measuring how frequently intrusive noise may interrupt or interfere with outdoor activities. The frequency at which intrusive noise occurs influences the degree to which people experience annoyance as a result of the noise (i.e., the more frequently intrusive noise occurs, the more likely people are to experience annoyance). Therefore, assessing the frequency of intrusive noise events provides a more accurate means to gauge the potential for annoyance and a less abstract way for readers of the Environmental Impact Statement (EIS) to understand what the noise impact might be during a typical park visit of several hours, compared to assessing total annual operations or a total percentage increase.

The day-night average sound level (DNL) metric has been determined to be a reliable measure of long-term community annoyance with aircraft noise and has become the standard metric used by federal government agencies for assessing aircraft noise exposure, including the Federal Aviation Administration, U.S. Environmental Protection Agency, U. S. Department of Defense, Federal Interagency Committee on Noise, American National Standards Institute, and World Health Organization, among others. As DNL is the federal standard, many state and local governments, including Island County, have included DNL contours in their land-use planning and zoning ordinances.

Scientific studies have found a good correlation between the percentages of groups of people highly annoyed and the level of their average noise exposure measured in DNL. Please see Section 3.2.2.1 for additional discussion of the DNL metric. While use of the DNL metric to assess potential impacts to the recreational experiences does not capture the potential for annoyance during a relatively short (several hours or overnight) visit to a park or recreational area, it does provide a means to quantify and compare overall impacts resulting from average annual noise exposure at parks and recreational areas that were not included as points of interest in the noise analysis.

This Proposed Action does not include analysis of the transition from the Prowler to the Growler (see Section 1.6, Key Documents). This Proposed Action is the addition of new Growler aircraft that would operate at the Naval Air Station Whidbey Island complex as a result of Congressional action to increase the number of Growler aircraft. The transition from Prowler squadrons to Growler squadrons was completed in 2016. As a result, no Prowlers are home based at Ault Field, and Growler aircraft would continue to operate at the complex under No Action Alternative conditions. The Proposed Action would not result in changes in the type of noise experienced within the study area or the operating procedures, flight routes, or altitudes used by Growler aircraft.

7.f. Impacts to Wilderness Areas

The analysis in Section 4.5.2.2 has been revised to consider potential impacts of the Proposed Action on Williamson Rocks, an exposed bedrock formation in the San Juan Islands Wilderness that is within the study area. The analysis concludes that there would be no impacts to Bureau of Land Management-owned land with wilderness characteristics because none of these lands are within the study area. The analysis of wilderness areas in Sections 3.5.2.5 and 4.5.2.2 is based on the definition of wilderness in the Wilderness Act of 1964 and on the Bureau of Land Management definition of, and regulations pertaining

to, lands with wilderness characteristics because these are designations with special considerations for recreation. The impacts discussion in Section 4.5.2.2 addresses potential impacts for other recreational areas outside of designated parks and wilderness that are within the study area. Additionally, Section 4.8 addresses impacts to wildlife and ecosystems within the study area.

7.g. Ebey's Landing National Historical Reserve

The discussion of Ebey's Landing National Historical Reserve in Sections 3.5.2.5 and 4.5.2.2 has been expanded and revised:

- i. Section 3.5.2.5 has been expanded to include discussions of the National Park Service's 2015 acoustical monitoring study, which measured noise produced by existing Growler operations, and National Park Service management policies for preserving soundscapes.
- ii. Figure 3.5-3 has been revised to correct the label for Ebey's Landing National Historical Reserve and include a boundary line showing the extent of public and private lands within the reserve.
- iii. The introduction to Section 4.5.2.2 has been revised to include additional studies assessing the impacts of intrusive noise on visitors' experience and enjoyment of parks and natural areas, including by detracting from visitors' perceptions of their experience and the "naturalness" of the area.
- iv. Section 4.5.2.2 has been revised to include additional discussion of the rate of intrusive noise events and changes in sound exposure level and maximum A-weighted sound level visitors to the park are likely to experience on an average basis, impacts on various outdoor recreational activities and outdoor interpretive programs and social events at the reserve, impacts on ecosystems, and the potential for vibration to cause annoyance. (See Section 4.6.2.1 for additional discussion of potential vibration impacts on cultural resources.)
- v. The discussion of potential impacts on recreation management at Ebey's Landing National Historical Reserve in Section 4.5.2.2 has been revised based on input received during public review of the Draft Environmental Impact Statement (EIS) and National Park Service policies for managing soundscapes.

The assessment of impacts on the recreational experience at the reserve is based primarily on the average number of intrusive noise events above 50 decibels (dB) and number of events with the maximum sound exposure level or maximum A-weighted sound level that would occur per daytime hour (7:00 a.m. to 10:00 p.m.) under each alternative. These supplemental metrics provide a method for measuring how frequently intrusive noise may interrupt or interfere with outdoor activities. The frequency at which intrusive noise occurs influences the degree to which people experience annoyance as a result of the noise (i.e., the more frequently intrusive noise occurs, the more likely people are to experience annoyance). Therefore, assessing the frequency of intrusive noise events provides a more accurate means to gauge the potential for annoyance and a less abstract way for readers to understand what the noise impact might be during a typical park visit of several hours, compared to assessing total annual operations or a total percentage increase.

7.h. San Juan Islands National Monument

Section 4.5.2.2 addresses the potential impacts of the Proposed Action on recreation within the San Juan Islands National Monument and surrounding water areas within the monument's conservation area boundary. The analysis considers impacts on the recreational experience in water areas within the

conservation area boundary that are within the study area. No Bureau of Land Management-owned lands in the San Juan Islands National Monument are within the study area.

Section 3.5.2.5 notes that the presidential proclamation designating the national monument does not restrict safe and efficient aircraft operations by the armed forces. Potential impacts on recreational use of the national monument are considered and discussed.

Sections 3.8 and 4.8 discuss wildlife and threatened and endangered species. The discussion focuses on potential impacts on specific classes and species of animals throughout their ranges in the study area, rather than focusing on specific designated areas such as the San Juan Islands National Monument.

7.i. Deception Pass State Park and Other State Parks

Additional information regarding trends in the number of visitors at Deception Pass State Park and other state parks in the study area (Fort Casey State Park and James Island Marine State Park) has been added to Section 3.5.2.5 and 3.10.2.2 (Tourism section). These sections have been revised to include information on existing impacts to camping resulting from current Growler operations.

Sections 4.5.2.2 and 4.10.2.2 have been expanded to include discussions of potential impacts to camping at parks in the study area as a result of the Proposed Action. Section 4.5.2.2 now includes analysis of the potential for campers to be affected (i.e., annoyed by) nighttime aircraft operations. This discussion is based on an expanded noise analysis that considers the number of nights Naval Air Station (NAS) Whidbey Island is expected to conduct field carrier landing practice under each alternative (see Section 4.2). The probability-of-awakening information presented in Sections 3.2 and 4.2 is based upon individuals sleeping indoors, and sleeping outdoors in a tent does not have the sound attenuation associated with a house. Therefore, considering the estimated total number of nights the NAS Whidbey Island complex is expected to conduct field carrier landing practice recognizes the higher probability of awakening for people sleeping in tents. Section 4.10.2.2 has been expanded to include a discussion of the impacts of the Proposed Action on tourism, including tourism at state parks. The discussion in Section 4.10.2.2 also considers potential impacts resulting from loss of camping revenue at state parks.

The introduction to Section 4.5.2.2 also has been revised to cite additional studies evaluating the impacts of recurring, intrusive aircraft noise on the recreational experience and perceptions of scenic landscapes. Section 4.5.2.2 includes an analysis of noise impacts on recreation at state parks in the study area based on the projected number of events above 50 decibels (dB) per daytime hour at most state parks in the study area. For James Island Marine State Park, which was not included as a point of interest in the noise analysis, the analysis is based on overall changes in the extent of the greater than 65 dB day-night average sound level noise contours under each alternative and scenario. Sections 3.2.2.5 and 3.2.3 provide an explanation of the supplemental metric used to assess outdoor speech interference.

7.j. Impacts on Outdoor Sports

Sections 3.5.2.5 and 4.5.2.2 have been revised to include analysis of outdoor recreation at additional schools within the Recreation and Wilderness defined study area and outdoor sports at parks and ball fields, including Rhododendron Park, Fort Casey State Park, and Clover Valley Ball Park. A discussion of the use of and need for hearing protection while playing outdoor sports has been added to Section 4.5.2.2.

8. Cultural Resources

8.a. Cultural Resources Area of Potential Effect

See Section 3.6.1.2 and Appendix C for additional information regarding the area of potential effect. The Navy determined an appropriate area of potential effect based on the scale and nature of the undertaking, consistent with the Section 106 implementing regulations (36 Code of Federal Regulations 800). The area of potential effect incorporates the geographic extent of an aggregate line created by combining the largest geographic expanse of the 65 decibel (dB) day-night average sound level (DNL) noise contours for each action alternative for the Naval Air Station Whidbey Island complex (Ault Field and Outlying Landing Field Coupeville) and is inclusive of Ebey's Landing National Historical Reserve. The Section 106 analysis is based on the maximum proposed change at both Ault Field and Outlying Landing Field Coupeville, so all alternatives and scenarios are covered through this analysis. Thus, all 15 alternatives and scenarios analyzed in the Final Environmental Impact Statement have similar indirect adverse effects to the perceptual qualities of the five representative landscape features. The language within the analysis was updated to show that this accounts for the largest area incorporated by the 65 dB DNL noise contour for all of the alternatives and the boundaries of Ebey's Landing National Historical Reserve.

With regard to the selection of the 65 dB DNL noise contour, this is an accepted practice among federal agencies and has been utilized within the context of previous studies of effects to historic properties proximate to airports. As shown in the consultation letters dated May 1, 2017, and June 25, 2018 (Appendix C), the Navy believes the 65 dB DNL noise contour focuses the analysis on those historic properties that routinely and repeatedly are exposed to high-decibel levels of noise, as opposed to those that may only occasionally be exposed to this level of noise. The use of this noise contour has been carried forward through the final analysis.

8.b. Section 106 Process

In complying with its Section 106 responsibilities, the Navy adheres to the procedures identified in the implementing regulations (36 Code of Federal Regulations Part 800). The responsibility for Section 106 compliance is the Navy's because it is the lead federal agency for the undertaking.

As shown in Section 3.6.1.1, the Navy has established procedures for addressing its responsibilities with regard to historic properties, including its efforts to consult with interested parties, which include the Advisory Council on Historic Preservation, State Historic Preservation Office, American Indian tribes and nations, local governments and agencies, and other organizations or individuals. The Navy's evaluation includes archaeological and architectural resources, cemeteries, and traditional cultural properties--particularly those that are historic properties (i.e., those listed or eligible for listing on the National Register of Historic Places).

Archaeological surveys for which State Historic Preservation Office concurrences have been received were conducted within Ault Field--the primary location of potential ground disturbance (Section 3.6.2.1). No additional surveys are necessary in this area.

For the review of architectural (above-ground) resources, the Navy has considered its responsibilities under Section 106 and has conducted its evaluation appropriate to the scale and type of undertaking. The Navy has considered historic properties that are located within the area of potential effect. An

evaluation of individual properties is provided as part of the Section 106 consultation documented in Appendix C.

In consideration of its Section 106 responsibilities, the Navy has determined that an adverse effect will occur as a result of the changes to the perceptual qualities of five landscape features that contribute to the significance of the Central Whidbey Island Historic District/Ebey's Landing National Historical Reserve. The Navy is continuing to consult with interested parties regarding the development of a Memorandum of Agreement.

8.c. Noise and Vibration Impacts to Cultural Resources

Potential impacts associated with noise and vibration (including low-frequency noise) are addressed as part of the Navy's Section 106 consultation (Appendix C). The Navy has evaluated potential impacts to individual buildings as part of this effort. The Navy also has evaluated potential impacts based on the types of buildings located within Ebey's Landing National Historical Reserve and surrounding areas that are located within the area of potential effect (see Section 3.6.1.2). Information also is provided in Section 4.6.2.1.2.2.3 regarding the potential for noise and vibration impacts. National Research Council guidelines for evaluating potential impacts from noise state that sounds lasting more than 1 second with a peak unweighted sound level greater than or equal to 130 decibel (dB) are considered potentially damaging to structural components. A study conducted in 2012 at Naval Air Station Whidbey Island found that the Growler would exhibit C-weighted sound levels (dBC) up to 101 dBC when cruising and 109 dBC (gear down) at approach. In 2016, the NPS conducted an acoustical study at two properties within Ebey's Landing National Historical Reserve. When comparing the highest recorded sound pressures of 113 dBA and 85 dBA at Reuble Farmstead and Ferry House, and conservatively converting these A-weighted measurements to C-weighted measurements (i.e. addition of 6 dB), it is unlikely that sound pressures of 119 dBC and 91 dBC would approach a sound level greater than or equal to 130 dBC. As these levels are less than the 130 dB criterion, damage would not be expected for typical residential structures in the vicinity of Naval Air Station Whidbey Island (see Section 4.6.2.1.2.2.3, Noise and Vibration, for more details). Additional information regarding individual buildings is provided in Appendix C.

8.d. Island County Cultural Resources

As part of the analysis, consideration is made for cultural resources located within the area of potential effect (see Section 3.6.1.2). The area of potential effect includes portions of Island County and thereby provides for consideration of the history of the county and the material evidence (e.g., archaeological sites and architectural resources) associated with it. Additional information has been included in Sections 3.6 and 4.6 to more clearly demonstrate the geographic area considered within the analysis and the potential for effects to resources located within the area of potential effect.

8.e. Outlying Landing Field Coupeville and Coupeville History

Section 3.6.2 contains information on the history of Outlying Landing Field (OLF) Coupeville and Coupeville itself. Information within Section 3.6.2 shows that the northern portion of OLF Coupeville is located within Ebey's Landing National Historical Reserve and that Coupeville is the second-oldest town in Washington. The Navy is respectful of the history prior to the current OLF Coupeville military usage and has considered how the construction and operations associated with the three alternatives would impact historic structures, particularly those dating to the nineteenth century. The scenarios analyzed

under each of the three alternatives provide clarity on how various resources are affected both positively and negatively by the scenarios.

The Navy has encouraged Island County to establish Accident Potential Zones (APZs) around OLF Coupeville and to establish land use controls and building standards appropriate for high-noise areas. The establishment of Ebey's Landing National Historical Reserve (of which the Navy is one of the many landowners), as well as the Navy's Readiness and Environmental Protection Integration (REPI) program, have helped to ensure compatible land use and development around OLF Coupeville. Through the REPI program, Naval Air Station (NAS) Whidbey Island has been able to protect land uses under the primary flight corridors at both airfields within the NAS Whidbey Island complex. As of January 2018, the Navy has invested \$13.8 million in direct payments to landowners willing to maintain compatible uses within the flight corridors. These easements protect local farms and endangered species, as well as prevent incompatible uses within the most heavily used air space. Through this program, NAS Whidbey Island has protected 1,505 acres of open space and working farms, and has helped preserve the rural character of Ebey's Landing National Historical Reserve (NAS Whidbey Island, 2018).

8.f. Cultural Landscape and Impacts to Ebey's Landing National Historical Reserve

Ebey's Landing National Historical Reserve is a unique unit of the National Park System because of the private and public ownership (including the Navy) of the resources within it. As part of the analysis, the Navy has recognized the importance of the settlement patterns; the presence of pastoral farmsteads, commercial buildings, and other historic buildings; the importance of American Indian tribes' and nations' history; and considerations for the attachment that people feel to the historic property.

As stated in Section 3.6 and in Appendix C, the Navy has considered the potential to affect historic properties through its Section 106 responsibilities and under the National Environmental Policy Act. Consideration is provided for those resources located within the area of potential effect. Direct impacts or effects (i.e., physical changes) were evaluated only in portions of the area of potential effect that would be subject to ground disturbance (i.e., the on-installation direct effect area); indirect impacts or effects (e.g., visual, atmospheric, and auditory) were evaluated throughout the entire area of potential effect. Please see the consultation letters dated May 1, 2017, and June 25, 2018, in Appendix C for additional information.

The following provides a discussion of how Ebey's Landing National Historical Reserve was evaluated with regard to cultural resources under both Section 106 and the National Environmental Policy Act:

Under Section 106, the Navy considers whether there is potential to affect those qualities (i.e., the aspects of integrity) that convey the significance of a historic property. Ebey's Landing National Historical Reserve/Central Whidbey Island Historic District are historic properties. They are listed under Criteria A (associated with events), B (associated with the lives of significant persons), and C (embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity). In this regard, seven aspects of integrity are evaluated: location, design, setting, feeling, association, workmanship, and materials. The location, design, association, workmanship, and materials are not affected because no physical changes occur as a result of the Proposed Action under each of the three alternatives. As shown in the analysis, the Navy, therefore, included an evaluation of how the alternatives would affect setting and the potential for visual, atmospheric, or auditory effects. Feeling was considered to the extent possible, as it is an intangible that could be different for each person experiencing the property.

Under Section 106, the Navy determined a finding of adverse effect to historic properties. As shown in Table 4.6-1, an adverse effect is “found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, setting, design, materials, workmanship, feeling, or association” (36 Code of Federal Regulations 800.5[a][1]). To retain historic integrity, a historic property generally will possess several, or most, of these aspects.

When considering a historic district, such as Ebey’s Landing National Historical Reserve, consideration also is needed for the relative number, size, scale, design, and locations of components that both do and do not contribute to its significance. In this regard, the relationships between components must be substantially unchanged to retain integrity.

The Navy has shown that while the setting may be temporarily interrupted by the visual presence of aircraft (during takeoffs and landings, and while in flight), these occurrences do not detract from the relationships of components within the district and do not interfere with the overall integrity of the district. However, the Navy has determined that the increased frequency of noise exposure results in adverse indirect effects to characteristics of the Central Whidbey Island Historic District that currently make it eligible for the National Register of Historic Places. Although the effects are intermittent, the proposed undertaking would result in an increased occurrence of noise exposure affecting certain cultural landscape components in the historic district—specifically, the perceptual qualities of five locations that contribute to the significance of the landscapes within Ebey’s Landing National Historical Reserve. The Navy finds no other adverse effects to historic properties from the proposed undertaking. The Navy is continuing to consult with interested parties under Section 106.

Visual, atmospheric, and auditory impacts to Ebey’s Landing National Historical Reserve also were evaluated under the National Environmental Policy Act. These impacts were evaluated as to the temporal extent of the impacts (e.g., temporary or permanent) and their intensity (e.g., minimal to significant). Similar to the evaluation under Section 106, impacts will occur. However, they generally will be temporary in nature and would vary depending on the distance from the aircraft and the actual visibility. For this reason, the Navy anticipates that the level of impact will vary from minimal to moderate—reflecting these differences. Findings made as part of the Section 106 consultation are incorporated into the Navy’s evaluation of cultural resources under the National Environmental Policy Act.

The Department of Defense’s Readiness and Environmental Protection Integration (REPI) program is a key tool for combating the airfield encroachment that can limit or restrict military training, testing, and operations. The REPI program protects these military missions by helping remove or avoid land-use conflicts near installations and addressing regulatory restrictions that inhibit military activities. The REPI program is administered by the Office of the Secretary of Defense (OSD).

A key component of the REPI program is the use of buffer partnerships among the military services, private conservation groups, and state and local governments, authorized by 10 United States Code, Section 2684a. These partnerships share the cost of acquisition of easements or other interests in land from willing sellers to preserve compatible land uses and natural habitats near military facilities that help sustain critical military mission capabilities that are at-risk from external encroachment pressures (DoD, 2017).

Through the REPI program, Naval Air Station (NAS) Whidbey Island has been able to protect land uses under the primary flight corridors at both airfields within the NAS Whidbey Island complex. As of

January 2018, the Navy had invested \$13.8 million in direct payments to landowners willing to maintain compatible uses within the flight corridors. These easements protect local farms and endangered species, as well as prevent incompatible uses within the most heavily used air space. Through this program, NAS Whidbey Island has protected 1,505 acres of open space and working farms, and has helped to preserve the rural character of Ebey's Landing National Historical Reserve (NAS Whidbey Island, 2018).

The Conservation Futures Funds program is operated by Island County to preserve and protect valuable and sensitive lands for future generations. Island County Commissioners have the ability to establish specific goals for awarding these local grant contributions. In the most recent cycle, lands that also protected NAS Whidbey Island were awarded extra points as the local priority for grant awards. NAS Whidbey Island has many partners in easement acquisitions around the NAS Whidbey Island complex, and the Conservation Futures Funds are often the source of local matching funds for the REPI easement acquisitions (NAS Whidbey Island, 2018).

8.g. Mapping and Location of Ebey's Landing National Historical Reserve and Central Whidbey Island Historic District

The maps throughout the analysis have been updated to account for the boundary of the Ebey's Landing National Historical Reserve. The boundaries as shown are the same as the Central Whidbey Island Historic District. Text in Section 3.6.2 has been updated to show these share the same boundaries. Ebey's Landing National Historical Reserve has also been added to the acronym list.

8.h. Ebey's Landing National Historical Reserve, Military Association

The Navy has considered the historic themes associated with the listing of the Central Whidbey Island Historic District and the Ebey's Landing National Historical Reserve on the National Register of Historic Places.

As discussed in Section 4.6.2, the consistent presence of the military within the reserve was one of these considerations in the evaluation of potential impacts; the text has been updated to more clearly show that the military presence is one of the many considerations in the evaluation of effect. The Navy does recognize the different types of use associated with modern-day operations. Therefore, as part of its Section 106 consultation (Appendix C), the Navy is considering the impacts associated with the operation of Growler aircraft on individual categories of historic buildings.

In its May 1, 2017, consultation letter (Appendix C), the Navy also has provided information regarding its previous environmental documentation for the arrival of the Growler aircraft and flight operations from the 1970s. In this letter, the Navy shows that the flight operations are anticipated to return to the historical levels from the 1970s, 1980s, and 1990s. The Navy also indicated that it will reconsider the defined area of potential effect if the identification of historic properties, determination of eligibility, or assessment of adverse effects reveals properties with significant historic features affected by sound levels.

8.i. Deception Pass Cultural Resources

See Section 3.6.1.2 for a discussion of the area of potential effect. The area of potential effect defines the geographic extent of the analysis of cultural resources. The Deception Pass State Park and Deception Pass Bridge are located within the area of potential effect. These resources are considered in the

evaluation conducted by the Navy to meet its Section 106 and National Environmental Policy Act responsibilities.

8.j. City of Port Townsend Cultural Resources

Please see Section 3.6.1.2 for a discussion of the area of potential effect. Port Townsend is located outside of the area of potential effect (i.e., the geographic area used for the evaluation of cultural resources). As such, an evaluation of potential effects to historic properties and other cultural resources was not completed for this area. However, the City of Port Townsend was invited to consult for Section 106 via letter on July 12, 2016. This letter is located in Appendix C (addressed to Mayor Stinson, City of Port Townsend). The Navy has continued to provide information regarding its efforts to consult with this community since this initial letter. Additional information is provided in Section 3.6.2.6 regarding consultation information post-dating the release of the draft analysis. Clarifying text also was included in Section 3.6.2.6 to show the initial list of consulting parties and the later additions.

9. American Indian Traditional Resources

9.a. Consideration of Tribes

As part of its government-to-government consultation responsibilities, the Navy has initiated consultation with eight American Indian tribes and nations; a list is provided as part of Sections 3.6.2.4 and 4.6. The American Indian tribes and nations are those with reservations located within or in proximity to the area of potential effect (see Section 3.6.1.2) and/or that have an interest in the geographic area as a result of traditional use areas, cultural ties, or historic settlement.

From the eight American Indian tribes and nations consulted, three responses were received. The first, from the Samish Indian Nation, indicated that the tribe was not interested in consulting with the Navy regarding this action. The second, from the Jamestown S'Klallam Tribe, indicated that with respect to cultural resources, the tribe had no comments regarding the Growler flight operations. The tribe requested future consultation on projects regarding renovation, demolition, and construction of facilities at Naval Air Station Whidbey Island. The third, from the Swinomish tribe, requested government-to-government consultation with the Navy; however, the tribe subsequently withdrew its request on September 27, 2017. No other tribes have requested or initiated government-to-government consultation. The Navy has continued to provide information to the tribes and has requested their input regarding the potential to impact resources important to them (Appendix C).

9.b. Native Food Resources and Tribal Fishing Grounds

The Navy is consulting with American Indian tribes and nations as part of its government-to-government responsibilities. One of the Navy's responsibilities is to ensure that tribal members have access to their usual and accustomed grounds (i.e., treaty lands and/or waters). The approach to this evaluation is included in Section 4.7.1. To date, none of the American Indian tribes and nations has indicated a concern for potential impacts to traditional plant or animal resources as a result of the Proposed Action. As described in detail in Sections 3.7 and 4.7, the Proposed Action will not alter or prevent access to protected tribal resources, including hunting and fishing grounds. Therefore, the Proposed Action is not expected to disproportionately impact indigenous populations.

10. Biological Resources

10.a. Biological Resources Study Area

As described in Section 3.8.2, the biological resources study area is defined as all areas where modeled average noise levels under the Proposed Action would be equal to or greater than 60 decibels (dB) at ground/surface level and all areas where aircraft operations would occur at or below an altitude of 3,500 feet (see Figure 3.8-1). The Navy based the biological resources study area on the best available science, which indicates that some animals begin to respond to aircraft noise at as little as 60 dB and that most wildlife-aircraft collisions occur below an altitude of 3,500 feet (Black et al., 1984; Dolbeer et al., 2014). The biological resources study area includes portions of Whidbey Island, Fidalgo Island, Camano Island, mainland Skagit County, Skagit Bay, Salish Sea, Saratoga Pass, Rosario Strait, and Admiralty Inlet. The biological resources study area also overlaps with all or portions of the San Juan Islands National Wildlife Refuge (i.e., Bird Rocks, Williamson Rocks, Smith Island, and Minor Island); Deception Pass State Park; Dugualla State Park; San Juan Islands National Monument (i.e., Reservation Bay Rocks); Fort Casey State Park; Ebey's Landing National Historical Reserve; the Pacific Northwest National Scenic Trail; and a number of Important Bird Areas (IBA), such as Penn Cove IBA and Deception Pass IBA. Refer to Section 1.11 for a discussion of any areas that do not lie within the biological resources study area, including but not limited to the Strait of San Juan de Fuca and Olympic Peninsula (i.e., Port Townsend, Olympic National Forest, and Olympic National Park).

10.b. Biological Resources Impacts

Section 4.8 addresses direct and indirect impacts from construction of proposed new facilities and aircraft operations on resources within the study area. Special-status species, such as federally threatened and endangered species and bald eagles protected by the Bald and Golden Eagle Protection Act, are included in the analysis. General impact types include habitat loss, sensory disturbances, and aircraft-wildlife collisions. The analysis addresses cumulative impacts on biological resources, including wildlife, in Section 5.4.8. The biological resources analysis relies on best available science, citing more than 100 references, some of which were published as recently as 2017.

The Navy's Integrated Natural Resources Management Plan outlines actions and training for military personnel in order to protect natural resources, including nesting bald eagles.

10.c. Wildlife Sensory Disturbance and Habituation

The Draft Environmental Impact Statement analysis addressed sensory disturbance impacts on wildlife using existing research focused primarily on aircraft-related effects. The sensory disturbance discussion has been expanded to include the most recent aircraft noise science and additional research related to other human-made noise impacts on wildlife, including studies recommended during the public comment period. The Navy prepared its analysis on biological resources using the best available science, citing studies as recent as 2017. Section 4.8.2.1.2, Sensory Disturbance, and Section 4.8.2.2, Effects on Marine Species, provide information on sensory disturbance to terrestrial and marine wildlife. These sections focus on research related to aircraft noise or noise that is similar to aircraft noise, when available. In particular, the additional information bolsters discussions of behavioral and physiological responses to disturbances and increases the evaluations of potential fitness and population- and community-level impacts, where possible, for all bird (including marbled murrelets and bald eagles),

mammal, and reptile/amphibian species groups. Furthermore, the Navy has edited the information to improve clarity and resolve concerns regarding perceived unsubstantiated statements.

Discussion related to wildlife habituation has been clarified with expanded information (for birds, mammals, and reptiles/amphibians). The new content in Section 4.8 still notes that high levels of aircraft operations and other human-made disturbances have been present for decades but acknowledges that the Proposed Action may result in additional impacts. The updated information also identifies how, under Alternative 1, carrier capabilities would be expanded, resulting in a net increase of 35 aircraft. Under Alternative 2, expeditionary and carrier capabilities would be expanded, resulting in a net increase of 36 aircraft. Under Alternative 3, expeditionary and carrier capabilities would be expanded, resulting in a net increase of 36 aircraft similar to Alternative 2, but Alternative 3 would have slightly fewer aircraft operations than Alternative 2. New construction under Alternatives 1 through 3 would include expanded hangar space and/or new hangars, armament storage, maintenance facilities, and expanded personnel parking areas. Each alternative would result in creation of up to 2.3 acres of new impervious surface at Naval Air Station Whidbey Island. Impacts to biological resources would be similar under all three alternatives.

Section 3.8.2 details the specific biological resources (i.e., habitat and species) present on and around Ault Field and Outlying Landing Airfield (OLF) Coupeville. The biological resources present are generally similar at both locations. Species at or near Ault Field and OLF Coupeville would be impacted to greater or lesser extents depending on which scenario is selected within a given alternative.

10.d. Construction Impacts on Wildlife

The Proposed Action's new facilities would be constructed within areas composed entirely of existing structures, impervious surfaces, and landscaped (i.e., mowed) areas. The wildlife using the construction site, and thus most likely to be impacted, would be those species that are adapted to areas of extremely high levels of human activity. The analysis provides one parenthetical example (the raccoon) of a species that is modified to urban or human-modified environments but does not imply that raccoons would be more impacted than other wildlife.

10.e. A-Weighted Noise Analysis and Scale of Hearing on Wildlife

The noise analysis uses an A-weighted scale to present noise impacts associated with the Proposed Action. These results were not the only tool by which the Navy reached conclusions about sensory disturbance impacts on biological resources. The Navy largely uses A-weighted noise contours to determine potential areas of impact (i.e., biological resources study area) for the Proposed Action. The analysis relies on peer-reviewed literature pertaining to fish and wildlife responses to similar types of anthropogenic noise disturbances, primarily aircraft noise, to determine the potential impacts and their severity.

10.f. Endangered Species Impact Analysis Adequacy

The Navy initiated section 7 Endangered Species Act consultations with the United States Fish and Wildlife Service and the National Marine Fisheries Service in April 2017. Information pertaining to consultation on the marbled murrelet is provided in Section 4.8.2.1.2.2.1.1 for impacts from aircraft operations and Section 4.8.2.1.3.2.1.1 for impacts from aircraft-bird strikes. Analyses and conclusions of the potential effects to Endangered Species Act-listed fish are provided in Section 4.8.2.2.1.1. Analyses

and conclusions of the potential effects to listed whales are provided in Section 4.8.2.1.1 for effects from construction and Section 4.8.2.2.2.1 for effects from aircraft operations. A summary of all conclusions and consultation determinations is provided in Section 4.8.3, Biological Resources Conclusions.

10.g. eBird Data

eBird is a reputable source of bird abundance and distribution data, launched by the Cornell Lab of Ornithology and the National Audubon Society in 2002. eBird has become the largest repository of bird occurrence data in the world, amassing hundreds of millions of observations since its inception. eBird gathers data through citizen science efforts, just like other reputable bird data projects, including the North American Breeding Bird Survey, Christmas Bird Count, Puget Sound Seabird Survey, and Guillemot Research Group. Every record submitted to eBird goes through a data verification process that uses a combination of automated data filters and a network of local experts. The data quality is such that researchers, scientists, and conservationists regularly use eBird for their projects. In fact, authors have published more than 100 peer-reviewed journal articles in recent years about studies that incorporate eBird data.

Callaghan and Gawlik (2015) found that, when accounting for effort, there was no significant difference between eBird data and standardized surveys of shorebirds. The authors suggest that eBird data, where available, could substitute for standardized surveys and posited that eBird may be a more valuable tool for land managers and conservationists than currently realized. The wealth and quality of eBird data in the biological resources study area make it a critical source for this Environmental Impact Statement (EIS) in describing the species that may occur, their relative abundance, and their spatio-temporal distribution. This EIS also uses Seattle Audubon Society data, the Naval Air Station Whidbey Island Integrated Natural Resources Management Plan, and other sources to develop the birds, affected environment, discussion in Section 3.8. Refer to seabird sensory disturbance impacts in Section 4.8.2.1.2.2.1 for reference to pigeon guillemot research conducted by the Guillemot Research Group.

10.h. Species-Specific Discussions

Upon request from governmental agencies, non-governmental organizations, and/or the general public, the Navy updated its analysis in Section 4.8 with scientific literature for additional species, as appropriate. However, the Navy presents its impact conclusions for the species groups as a whole, and not for individual species, with the exception of federally protected species (e.g., those protected under the Endangered Species Act or Bald and Golden Eagle Protection Act). The analysis has also been updated to reflect communications between the Navy and the Washington Department of Fish and Wildlife.

10.i. Additional Special Status Species

The analysis addresses wildlife federally protected under the Endangered Species Act, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and Marine Mammal Protection Act. In addition, the analysis cites literature that is related to state candidate, sensitive, threatened, and endangered species and county-designated special status species. "Priority Habitats and Species" and "Species of Greatest Conservation Need" are not explicitly addressed.

10.j. Plants

Sections 3.8.2.1 and 3.8.2.2 include an assessment of special-status plants that have the potential to occur within the biological resources survey area. The only area where vegetation will be impacted is within the proposed construction area at Ault Field. The Navy regularly maintains vegetation, including managing noxious weeds and invasive plants, as part of its Integrated Natural Resources Management Plan (see also the plan's Environmental Assessment). No unique or regionally significant vegetation communities occur in these areas, and all areas are previously disturbed. As stated in Section 3.8.2.2.1.1, the golden paintbrush occurs within the study area, but no suitable habitat exists for it within the proposed construction areas, so there would be no impact to the species.

10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife

The analysis discusses aircraft strike impacts, including both in-air and on-ground strikes, on terrestrial wildlife in Section 4.8.2.1.3, Bird/Animal Aircraft Strike Hazard (BASH). Section 3.3 and Section 4.8 of the analysis reference Naval Air Station (NAS) Whidbey Island's BASH plan, and interested parties can review the installation's Integrated Natural Resources Management Plan or the associated Environmental Assessment for complete details. Section 4.8.2.1.3 of the analysis states that NAS Whidbey Island would continue to implement the measures outlined in the installation's BASH plan to minimize the risk of a strike occurring. Therefore, it is expected that the number of bird-aircraft strikes at the NAS Whidbey Island complex would remain relatively low compared to the high number of operations. In this context, the loss of several or even dozens of birds from physical strikes may not constitute a population-level impact for abundant species, and, therefore, aircraft strikes would not have significant impacts on local bird populations.

Public comments on the Draft Environmental Impact Statement were received regarding the inclusion of swans in the airstrike analysis. The NAS Whidbey Island complex reported fewer than 10 individual aircraft strikes of waterfowl between 2005 and 2017, most of which were limited to ducks. There are no reports of swans or geese having been struck during that period. Furthermore, the numbers of strikes reported during the winter months, when swans are present in the study area, are substantially less than during other times of the year (refer to Section 4.8.2.1.3, BASH). In addition to impacts on local wildlife populations, aircraft strikes with large-bodied birds endanger Navy personnel and the public, and result in financial losses from damaged aircraft (refer to Section 3.3.1.2). As such, the Navy is vigilant in preventing such incidents and abides by a BASH plan, which is available in the installation's Integrated Natural Resources Management Plan or the associated Environmental Assessment. The Navy does not address tundra and trumpeter swans specifically in this analysis, given the lack of documented swan-aircraft strikes and the measures the installation implements to prevent strikes with large-bodied birds. Furthermore, the Navy does not plan to alter wildlife management activities in association with the Proposed Action. As described in Section 3.3.2.2, the Navy secures the appropriate permits from the United States Fish and Wildlife Service and has staff members from United States Department of Agriculture Wildlife Services perform the work to ensure permit compliance.

Concerning impacts related to hazing/lethal control of wildlife, the addition of new aircraft associated with the Proposed Action does not alter the wildlife management activities at the NAS Whidbey Island complex. As such, hazing and lethal control of wildlife near the runways would not result in an increase in wildlife mortalities associated with the Proposed Action. Refer to the installation's Integrated Natural

Resources Management Plan or the associated Environmental Assessment for the complete BASH plan for details.

10.I. Bird Migration

The Environmental Impact Statement discusses bird migration in the biological resources study area in Section 3.8.2.2, under subsections titled Migratory Birds, Birds of Conservation Concern, Important Bird Areas, and Bald and Golden Eagles, as well as in Section 4.8.2.1, where appropriate. For military readiness activities, including aircraft operations, U. S. Department of Defense installations are exempt from “take” of migratory birds, unless the activities may result in a significant adverse effect at the population level. The Proposed Action’s increase in aircraft operations would not have a significant impact on The Migratory Bird Treaty Act-protected species at the population level. During construction, impacts on The Migratory Bird Treaty Act-protected species would be largely avoided and minimized and, therefore, would not rise to the level of “take.”

10.m. Impacts to Marine Species and Habitat

Discussion of existing marine species is included in Section 3.8.2.3. Marine species analyzed include 12 species of marine mammals, including both cetaceans (whales and dolphins) and pinnipeds (seals and sea lions), and 17 groups of fish encompassing numerous marine fish species.

Discussion of impacts from project-related activities, including construction and Growler operations, is included in the analysis in Section 4.8.2.2. This discussion has been expanded to include additional peer-reviewed literature recommended during the public comment period and other identified recent peer-reviewed literature. Additional details have been added regarding details from the consultation process between the Navy and the National Marine Fisheries Service (NMFS) and United States Fish and Wildlife Service (USFWS).

The Proposed Action’s increase in aircraft operations would not have significant noise and/or visual impacts on the Southern Resident killer whale and Mexico and Central America Distinct Population Segments of the humpback whale. Marine mammals, including non-Endangered Species Act (ESA) species, exposed to fixed-wing aircraft overflights could exhibit a short-term behavioral response, but fixed-wing aircraft overflights over territorial waters would have no significant impact on marine mammals. In ESA terms, the Proposed Action may affect, but is not likely to adversely affect, the Southern Resident killer whale and Mexico and Central America Distinct Population Segments of the humpback whale. The Navy has consulted with the NMFS regarding the effects determination for these species under the ESA. Through consultation, the NMFS additionally determined that the construction activities may affect, but not adversely affect, Southern Resident killer whale critical habitat. Consultation documentation is included in Appendix C. Pursuant to the Marine Mammal Protection Act, the Proposed Action would not result in the unintentional taking (e.g., harassment) of marine mammals.

The Proposed Action’s increase in aircraft operations would not have significant noise impacts on federally listed fish species (i.e., bull trout, green sturgeon, eulachon, Chinook salmon, Hood Canal summer-run chum, steelhead, bocaccio rockfish, and yelloweye rockfish). Therefore, the Proposed Action would not significantly impact the bull trout, green sturgeon, eulachon, Chinook salmon, Hood Canal summer-run chum, steelhead, bocaccio rockfish, and yelloweye rockfish. In ESA terms, the Proposed Action may affect, but is not likely to adversely affect, the Southern Distinct Population Segment green sturgeon, Southern Distinct Population Segment eulachon, Puget Sound Evolutionarily

Significant Unit Chinook salmon, Hood Canal summer-run chum, Puget Sound Distinct Population Segment steelhead, Puget Sound/Georgia Basin Distinct Population Segment bocaccio rockfish, Puget Sound/Georgia Basin Distinct Population Segment yelloweye rockfish, and bull trout. The Navy has consulted with the NMFS and USFWS under the ESA. Consultation documentation is included in Appendix C.

The Proposed Action would not directly impact marine habitats (see Section 4.9, Water Resources). Impact discussion related to air quality and emissions is located in Section 4.4, Air Quality; only limited emissions reach the ground or water. Discussion of shellfish species and their importance for human uses is included in Section 3.6.2, Cultural Resources, Affected Environment. Potential impacts to shellfish as a result of climate change are discussed in Section 4.16.1.1, Projections for Impacts of Climate Change to Washington and Puget Sound.

Non-project-related activities, such as sonar operation and underwater testing, are not considered or analyzed under this Proposed Action because they will not occur as part of it. Potential impacts on marine species from the Navy on these types of activities are covered under separate environmental studies.

10.n. San Juan Islands National Wildlife Refuge

Discussion of the San Juan Islands National Wildlife Refuge is included in Section 3.5.2.5, Recreation and Wilderness. Potential impacts are discussed in Section 4.5.2.2.2, Parks and Recreation Areas, Potential Noise Impacts. Given the increase in annual average noise exposure at Williamson Rocks and Bird Rocks, the Proposed Action would have moderate impacts on the San Juan Islands National Wildlife Refuge under all alternatives. Impacts to wildlife, including wildlife in the San Juan National Monument, are addressed in Section 4.8. No significant impacts are anticipated.

11. Water Resources

11.a. Groundwater

New construction under each of the alternatives would not impact Whidbey Island's three groundwater aquifers or any private wells in the vicinity of the Naval Air Station (NAS) Whidbey Island complex. None of the proposed construction would extend below the ground surface to a depth that would impact the underlying water tables. Although fuel or other chemicals could be spilled during construction, implementation of best management practices (e.g., immediate cleanup of spills) would prevent infiltration into the underlying groundwater. While the number of personnel employed or stationed at NAS Whidbey Island would increase under all alternatives, any effects to the drinking water supply would be minimal. NAS Whidbey Island does not use groundwater as a source of drinking water. For more information on this topic, see Sections 3.9 and 4.9, Water Resources, and Sections 3.15 and 4.15, Hazardous Materials.

11.b. Floodplains and Wetlands

No construction would occur within Federal Emergency Management Agency-mapped floodplains under any of the three alternatives. Therefore, there would be no impacts on floodplains. All three alternatives would be fully consistent with Executive Order 11988. Storm-related flooding at Ault Field and Seaplane Base has only been an issue related to high tide and high-wind events. The final installation

development plan recommends use of green infrastructure outside of the airfield and runways and use of low-impact design practices in construction projects. These practices would minimize potential impacts from storm-related and tidal flooding occurring with the new construction associated with the Proposed Action. No substantive comments were received with respect to the wetland analysis. For more information, see Sections 3.9 and 4.9, Water Resources.

11.c. Marine Waters and Sediment

The projected increase in new impervious surface under each action alternative would increase the quantity and velocity of stormwater runoff. This would increase the susceptibility of marine water and sediment to impacts such as increased turbidity and elevated pollutant levels. These impacts would be minimized or avoided by following Naval Air Station Whidbey Island's Stormwater Pollution Prevention and Control Plan, as well as implementing best management practices described in Section 4.9.2.1.2, Surface Water. This analysis includes impacts to surface water bodies such as Puget Sound, the Salish Sea, and Admiralty Inlet. For more information, see Sections 3.9 and 4.9, Water Resources.

11.d. Per- and Polyfluoroalkyl Substances

The Navy is committed to ensuring all individuals who live or work on or in the direct vicinity of Navy installations and facilities are protected from environmental contaminants and receive safe drinking water. Therefore, the Navy maintains comprehensive environmental instructions detailing procedures to meet requirements found in statute, regulation, and policy, including for hazardous materials such as per- and polyfluoroalkyl substances (PFAS). All legacy perfluorooctanesulfonate (PFOS)- and perfluorooctanoic acid (PFOA)-containing Aqueous Film-Forming Foam (AFFF) is actively being identified for removal and destruction. Areas surrounding Ault Field, the Area 6 Former Landfill, and Outlying Landing Field Coupeville are receiving drinking water testing to ensure the U.S. Environmental Protection Agency (USEPA) drinking water lifetime health advisory is met for PFOS and PFOA. In situations where USEPA lifetime health advisory levels have been exceeded, the Navy has provided alternative drinking water. The Navy is also taking action to reduce potential releases of these compounds into the environment. Consistent with Navy policy, these include ceasing uncontrolled environmental release of AFFF for shoreside installations (with the exception of emergency response), ceasing training with AFFF, testing firefighting and crash response vehicle AFFF systems, and testing to ensure hangar AFFF and other fixed systems have appropriate controls in place to prevent environmental release. The Navy is identifying for removal and destruction all legacy 3M® PFOS-containing and PFOA-containing AFFF. The Navy is testing current AFFF (most of which was developed to comply with the USEPA 2010/2015 PFOA Stewardship Program) to confirm chemical formulations, with the goal of identifying suitable replacements for existing stocks.

Therefore, implementation of any of the alternatives would not result in significant impacts to PFAS. For more information on this topic, see Sections 3.9 and 4.9, Water Resources. Some commenters have suggested that the Proposed Action would aggravate the use of PFAS. This is not the case because, as noted, the Navy is committed to preventing the further release of any PFAS chemical into the environment, regardless of the number of aircraft at Naval Air Station Whidbey Island.

12. Socioeconomics

12.a. Socioeconomic Study Area

Sections 3.10 and 4.10 discuss economic conditions in Island and Skagit Counties because it was determined these communities would likely be the most affected by the Proposed Action. Population, Table 3.10-2, provides a geographic distribution of place of residence for existing Navy personnel. As discussed in Chapter 4, it is assumed new Navy households will follow a similar distribution.

As described in Sections 3.10.2 and 4.10.2, the economic data utilized in the analysis are the best available data available at the time of writing. Information detailed in Section 3.10.2 that shows the current economic impact for the Naval Air Station Whidbey Island complex is from 2010 and 2013. The economic model used to forecast the expected direct, indirect, and induced impacts from the Proposed Action utilizes 2007 benchmark data for the entire United States and 2013 regional data.

12.b. Invisible Costs

In keeping with the Navy's commitment to utilize best available science and data, Michael Shuman's Report on the Economic Costs of the Naval Air Station (NAS) Whidbey Island complex was reviewed and summarized in Section 1.12 of the Environmental Impact Statement (EIS). The report was submitted to the Navy as a public comment on the Draft EIS. Mr. Shuman concluded that major external costs from the Proposed Action--including the health impacts of noise, the impacts to property values, the impact of potential accidents, and the impact to tourism--have not been adequately considered and calculated and makes some attempts to quantify these impacts. The Navy has added impacts to tourism to the Final EIS. The EIS also analyzes the health impacts of noise, impacts to property values, and accident potential. See Chapter 4 of the EIS for a discussion of these impacts. As described in comment response 12.o and in Section 1.11.6 of the EIS, a cost-benefit analysis requested by Mr. Shuman and other commenters was not completed for the Proposed Action, and external costs were not monetized. It is beyond the scope of what is required by the National Environmental Policy Act to calculate and monetize these costs. Likewise, as stated in Section 1.12 of the EIS, it is beyond the scope of this EIS to critique the analysis, the methodologies, the assumptions, and the selected topics that Mr. Shuman used in his report.

It should be noted that NAS Whidbey Island contributes significantly to local economies in Island County and to a lesser degree in Skagit County. With approximately 10,000 employees, the installation is four times the size of the next-nearest employer in Island, San Juan, Skagit, and Whatcom Counties (Island County EDC, 2013). Based on a 2013 study by the Island County Economic Development Council, the military payroll for the installation contributed \$726 million into Island County's economy and \$15 million into Skagit's, and federal civilian payroll contributed \$107 million. Furthermore, the numbers of veterans living near the installation are three times higher than the national average. In 2011, veterans in Island County and Skagit County received, respectively, \$44 million and \$28 million in retirement and disability payments. While not a comprehensive economic report, the 2013 study describes the direct and indirect benefits of wages, salaries, and benefits of the installation. It included medical insurance (Tricare) reimbursements to local health care providers, financial assistance to local schools, credit purchases, volunteers and donations to community service programs, service contracts to hire local residents with disabilities, conservation programs, and medical evacuation and rescue support to area residents and visitors. In addition, the increase of personnel and their dependents at the NAS Whidbey

Island complex would have a positive impact on the generation of tax revenues in Island and Skagit Counties. Navy personnel and their dependents living in the community would generate revenues for local government entities through sales and use taxes levied on their purchases and through ad valorem property taxes that the personnel pay directly if they own their own home or pay indirectly via their rental payments. This additional revenue stream is expected to offset local government expenditures on community services for these Navy families.

12.c. Socioeconomic Impacts

As described in Section 1.3, funding for the Growler aircraft has been appropriated to the Navy by Congress. It is not within the Navy's authority to determine how Congressional funds should be spent. Furthermore, it is beyond to the scope of this analysis to consider other possible uses for these funds.

The analysis does discuss both the positive and negative economic impact that the Proposed Action would have on the regional economy. See Section 4.10.2.2 for a discussion of employment, tax, tourism, and property value impacts. In addition, Section 3.10.3 describes some of ways in which the Navy assists the local community.

In general, the analysis acknowledges that the Proposed Action will have both positive and negative impacts on the population, economy, tourism, property values, and community services of communities in Island County and Skagit County. The analysis provides some quantitative and qualitative description of economic impacts under the Proposed Action resulting from the increase in Navy personnel and their dependents. A discussion of impacts to property values and tourism resulting from increased noise is also provided.

More specifically, the analysis in Section 4.10 discusses that the Proposed Action would have some positive benefits to local tax revenue as a result of the increased employment and earnings at the Naval Air Station (NAS) Whidbey Island complex. The distribution of this tax income is expected to mirror the geographic population distribution of existing Navy households presented in Table 3.10-2. In addition, Section 4.10.2.5 of the Environmental Impact Statement (EIS) analyzes the potential increase in local government tax receipts from each of the proposed alternatives. This analysis is based on current per capita sales, ad valorem property, and other local tax receipts. It is beyond the scope of this EIS to analyze how much more sales tax receipts Island county would receive from Navy families if the county had per capita sales tax revenues that were closer to the statewide average.

The EIS notes that direct employee earnings from the new personnel at the NAS Whidbey Island complex would originate at the NAS Whidbey Island complex; however, additional indirect economic benefits such as employment opportunities for civilians and veterans would occur throughout Island and Skagit Counties. The analysis also acknowledges the Navy is a large contributor to the economy, but the reliance of the economy on the Navy or lack of economic diversification is beyond the scope of this analysis.

In Section 4.10.2.2, the Navy acknowledges that any increased economic activity generated by construction expenditures would be short term in duration. In addition, the Navy acknowledges that spending patterns by military personnel would most likely differ from civilian spending patterns. However, the economic impact estimates made in the analysis are the result of using an input-output model developed by the U.S. Bureau of Economic Analysis. This model (RIMS II) generates economic estimates by using historical spending patterns within the regional economy. Since there is already a

currently large presence of military personnel in Island and Skagit Counties, these spending patterns will have already been incorporated into regional spending statistics and therefore already are in the model.

12.d. Population Impacts

The analysis discusses population changes in communities surrounding the Naval Air Station Whidbey Island complex since 2000 and the complex's influence on the local and regional economy. See Sections 3.10.2.1 and 3.10.2.2 for a description of these topics. The analysis also acknowledges the increase in population as a result of the Proposed Action would have impacts on natural and manmade resources, including community services, transportation, utilities, and water. See Chapter 4 for a discussion of these impacts.

The Environmental Impact Statement quantifies the number of personnel and dependents coming into the region based on the defined alternatives. It is too speculative to assume that implementation of the Proposed Action would create large amounts of out-migration in the region or to quantify any such impact.

12.e. Agriculture Analysis

The agricultural community already experiences noise under existing conditions; the Proposed Action will increase frequency of noise exposure due to the increase in airfield operations. The Navy acknowledges that agricultural workers may be annoyed by the noise events. For the purposes of this Environmental Impact Statement, additional analysis has been added discussing potential impacts the Proposed Action might have on agriculture in the affected area; see Sections 3.10.2.2 and 4.10.2.2.

The analysis acknowledges that depending upon the exact location of a farm and the amount of expected noise exposure, some outdoor farm workers would be affected, and there could be a minor loss of productivity in farms located in the highest noise-level contours during flight operations because verbal communication may become more difficult. In addition, some agricultural operations may be required to expend funds to meet U. S. Occupational and Health Administration health and safety requirements for noise protection for outdoor farm workers. However, these impacts and additional costs are expected to be minor; see Section 4.10.2.2. The Navy further acknowledges that farm workers currently employed on farms within some of the loudest noise-level contours already experience this noise and that implementation of the Proposed Action would increase the frequency of this noise exposure.

Further, the analysis acknowledges that expanded operations at Ault Field and Outlying Landing Field Coupeville could negatively affect some patrons' experience at outdoor farmers' markets in the area. However, this effect would not be expected to significantly alter the agricultural industry in the affected region; see Section 4.10.2.2.

12.f. Economic Hardship and Impacts

The Navy acknowledges that implementation of the Proposed Action may have some adverse economic impacts on specific businesses located under the loudest noise-level contours. Commercial businesses and other enterprises in the local area already experience noise under existing conditions, and the Proposed Action will increase frequency of exposure due to the increase in airfield operations. Tourism entities and other noise-sensitive industries may be affected to a greater degree than other enterprises. However, it is beyond the scope of the National Environmental Policy Act to analyze financial and

economic impacts on specific businesses; therefore, only a general qualitative analysis was completed for this Environmental Impact Statement. See Section 4.10.2.2 for additional discussion of these topics.

A detailed analysis of noise impacts on worker productivity is also beyond the scope of this analysis. However, as stated above, impacts on noise-sensitive industries (including agriculture) have been added to Section 4.10.2.2. The Navy acknowledges that although the Proposed Action will not directly impact agricultural production or other noise-sensitive industries, some minor costs in production may occur as a result of the Proposed Action. Noise-sensitive industries may incur additional costs from loss of productivity, potential expenditures for noise reducing equipment, and decreased patronage during high-noise events.

12.g. Commercial and Recreational Fishing

The fishing community already experiences noise under existing conditions, but the Proposed Action will increase the frequency of noise exposure due to the increase in airfield operations. The Navy acknowledges that fisherman may be annoyed by the noise events. The analysis in Section 4.8 assesses the impact of expanded operations at the Naval Air Station Whidbey Island complex on terrestrial and marine wildlife. Visual and noise disturbances from increased aircraft operations under the Proposed Action would not significantly impact terrestrial and marine wildlife. Therefore, no specific impacts to commercial or recreational fishing are anticipated. Please see Section 4.8 for a detailed evaluation of potential effects to terrestrial and marine wildlife and Section 4.10.2.2 for a discussion of potential impacts to the tourism industry in general.

12.h. Tourism

Sections 3.10.2.2 and 4.10.2.2 have been expanded to consider the impact of the Proposed Action on local tourism. The analysis acknowledges that tourism is an important economic industry in the region. The analysis evaluates tourism for Island, Skagit, and San Juan Counties because they comprise areas within or immediately adjacent to the greater than 65 decibel (dB) day-night average sound level (DNL) noise contours associated with the Proposed Action. Jurisdictions outside the greater than 65 dB DNL noise contours are not anticipated to be significantly affected by aircraft noise; therefore, they were not evaluated.

Additional information has been added to the Environmental Impact Statement (EIS) that provides background information on the tourism industry, which already experiences noise under existing conditions, and provides attendance figures at major tourist attractions in the study area, including the state parks in Ebey's Landing National Historical Reserve, three state parks in the San Juan Islands, and Deception Pass State Park (See Section 3.10.2.2). In addition, a qualitative analysis of potential impacts to the tourism industry in Island, Skagit, and San Juan Counties has been included in Section 4.10.2.2. Because of data constraints, the tourism industry economic analysis was performed primarily at the county level. Section 4.5.2.2 has been revised to cite additional studies looking at the impacts of recurring, intrusive aircraft noise on recreational experiences and perceptions of scenic landscapes. The analysis acknowledges that expanded operations at Ault Field and Outlying Landing Field Coupeville and the increased frequency of noise could negatively affect visitors' experiences at certain tourist locations located near the greater than 65 dB DNL contours, thereby reducing the time spent at these tourist destinations from that spent under existing conditions. However, based on past evidence and the limited number of locations affected by the change in noise levels under the Proposed Action, it is not expected to reduce the number of visitors to the region. Additionally, visitor days and visitor

expenditures are not expected to be reduced, and tourism in the region therefore is not expected to decline significantly. Because many non-noise-related factors can affect tourism, the analysis does not attempt to quantify changes in tourism revenues or visitor numbers in individual communities or at specific visitor destinations as a result of the Proposed Action. Please see Section 3.10.2.2 for historical tourism and attendance data and Section 4.10.2.2 for a discussion of potential impacts from the Proposed Action.

Many public comments on the Draft EIS were received regarding impacts to whale watching and other wildlife-observation-based tourism industries. The EIS assesses the impact of expanded operations at the Naval Air Station Whidbey Island complex on terrestrial and marine wildlife in Section 4.8. Visual and noise disturbances from increased aircraft operations under the Proposed Action would not significantly impact terrestrial and marine wildlife. Therefore, no specific impacts to wildlife viewing or whale watching are anticipated. See Section 4.8 for a detailed evaluation of potential effects to terrestrial and marine wildlife and Section 4.10.2.2 for a discussion of potential impacts to the tourism industry in general.

12.i. Housing Access and Affordability

Additional information has been added to Sections 3.10.2.3 and 4.10.2.3 concerning housing affordability/housing availability. The Navy acknowledges that the additional personnel to be stationed at the Naval Air Station (NAS) Whidbey Island complex would increase the demand for housing in a region where the supply of available housing units is limited. In the short term, the increase in demand would likely further decrease housing availability and increase housing prices and rental costs. In the longer term, it is anticipated that local developers will respond to the increased price and demand for housing by constructing more units, thereby slightly reducing the expected effects on prices and availability. The Navy further acknowledges that the increase in the cost of housing and the decrease in available properties may have a negative impact on low-income residents, who typically spend a larger proportion of their income on housing than the general population.

The Navy does not restrict where NAS Whidbey Island complex personnel live in the community. The Navy does not intend to implement restrictions on places of residence for Navy personnel to support the increase in aircraft operations at the NAS Whidbey Island complex. For those personnel eligible to live off station, the Navy considers any community within a 1-hour commuting distance to be acceptable. The Navy does not intend to construct new housing at NAS Whidbey Island for Navy personnel to support the increase in aircraft operations at the NAS Whidbey Island complex. However, the Navy periodically assesses on- and off-base housing demand and availability to determine whether additional Navy-controlled housing is required for service members and their dependents. See Section 4.10.3 for additional detail.

12.j. Property Values

The analysis acknowledges that increased operations at Ault Field and Outlying Landing Field (OLF) Coupeville may potentially have a negative impact on surrounding property values from the increased frequency of noise exposure. As discussed in Section 4.10.2.4 (Socioeconomic Impacts, Alternatives 1 through 3 – Property Values) and in Appendix A, aircraft noise could affect the value of property under the greater than 65 day-night average sound level noise contours. As described, based on a review of relevant technical articles, property values are expected to decrease by 0.2 percent to 2.0 percent per additional decibel (dB) of sound. On average, property values would decrease by approximately 0.5

percent per dB. The actual change in value will vary from location to location, and property values are affected by many non-noise-related factors. Property values are dynamic and influenced by a combination of factors, including market conditions, neighborhood characteristics, and individual real property characteristics (e.g., the age of the property, its size, home amenities, and lot size). The degree to which a particular factor may affect property values is influenced by many other factors that fluctuate widely with time and market conditions. These same factors enter into the personal decision for people to purchase a home. The frequency of flights and the noise related to them are two of many factors that may affect changes in property values. The total number of daily operations at Ault Field and OLF Coupeville under each alternative is less than the daily operations at several of the airports that were included in the review of relevant technical articles discussed in Section 4.10.2.4, Property Values. Therefore, since many non-noise-related factors can affect property values, the analysis does not attempt to quantify changes in property values as a result of the Proposed Action.

Additionally, as discussed in Section 4.10.2.4, the monetary loss associated with the decline in property values only affects those owners who purchased their property prior to the proposed increase in operations and noise levels. Buyers who willingly purchase these properties after the increase in noise will do so at a discounted rate. Because each property owner will willingly enter into this real estate transaction, it can be assumed that these owners will be accepting the lower price as compensation for the aircraft noise.

In addition, it is outside of the scope of this analysis to complete online mapping of flight paths in conjunction with property values to support the increase in aircraft operations at the Naval Air Station Whidbey Island complex.

While the Navy acknowledges that some decrease in property values may occur as a result of increased operations at Ault Field and OLF Coupeville, it does not anticipate that this decline in value would be substantial enough to significantly affect local government's ad valorem property tax receipts. As described in Section 4.10.2.4, while some reduction in property values in the highest noise-level areas is anticipated, local property values for the area as a whole are expected to experience upward pressure as a result of the influx of additional Navy personnel. These personnel would increase the demand for housing in a market that is already experiencing low vacancy rates and increasing housing prices independent of the Navy's Proposed Action. Therefore, housing prices in the region are expected to continue to increase after implementation of the Proposed Action, and no substantial changes in ad valorem property receipts are anticipated as a result of the Proposed Action.

The Proposed Action would not physically occupy any private property or take control of any private property through the use of eminent domain. The Navy recommends that land use within accident potential zones be minimal or low density, but it does not restrict existing land uses; land use decisions are made by the local government. See Sections 3.5.2.2, and 4.5.2.1 for a more detailed discussion of the topics.

12.k. Compensation to Citizens for Private Property

Numerous public comments have asked for the Navy to pay for various forms of property improvements or for various forms of compensation. With regard to property improvements, the Navy does not have authority to expend appropriated funds on improvements to state, local, or private property.

Several commenters referenced the Federal Aviation Administration's (FAA's) ability to do so as part of its Part 150 program, but that program is specific to the FAA. Specific Congressional authorization and

appropriation for the Navy would be required to establish a similar program, and the Navy does not currently intend to seek such an authorization. In addition to sound attenuation, several comments suggested that the Navy should pay for perceived loss of property values, loss of business profitability, personal hearing protection, compensation for leaving the home, or other forms of compensation for losses alleged from aircraft operations.

As discussed in the Navy's response to comments questioning the methodology underlying the noise analysis (see Sections 3.2 and 4.2), noise impacts analyzed in this document are predictive. This approach to noise modeling has been adopted by the FAA and the military services, and approved by reviewing courts as the best available methodology for describing noise impact on communities, but, as the Environmental Impact Statement notes, this response is a subjective, individual response to stimulus affected by many variables. It is beyond the scope of this assessment to forecast individual response to this impact at the level of whether an individual will be sufficiently disturbed by the aircraft to bring claims against the Navy or whether the impact will rise to the level of a legally compensable taking. Moreover, as noted, the Navy's ability to expend appropriated funds is limited by law. To the extent individuals believe they have experienced damages or injury from Navy activities, they may pursue a claim against the Navy. Several public comments inquired whether the Navy would condemn private property. The Navy has no intention of condemning private property as part of the Proposed Action.

Separately, several comments alleged that realtors provide, or have provided, misleading information regarding noise levels near Navy airfields. The Navy has no control over private real estate transactions or whether sellers and/or realtors misrepresent the historical noise environment around a real estate parcel. The Navy believes that all lawful disclosures, including noise, should be provided to a prospective buyer prior to purchase. Island County and the City of Oak Harbor have adopted noise-disclosure ordinances whereby noise disclosure is the responsibility of the property owner and his or her agents.

12.I. Community Service Impacts

The analysis provides an assessment of impacts to community services within the economic study area. This analysis includes schools, hospitals, police, fire services, and social services.

The analysis provides an assessment of impacts to police, fire, and medical services in the City of Oak Harbor and Town of Coupeville under the Proposed Action. This discussion includes a description of existing medical facilities in the study area and availability of emergency room services. See Section 4.10.3 for an assessment of these impacts. The analysis provides an assessment of impacts to social services under the Proposed Action. The analysis acknowledges Navy personnel rely on both social services in the community and services offered through Navy's Fleet and Family Support Center. See Section 4.10.3 for an assessment of these impacts.

Community involvement and community service are an important part of the Navy's interaction with the local area. As described in Section 4.10.3, Naval Air Station (NAS) Whidbey Island personnel volunteer thousands of hours of service each year and participate in trash cleanups at parks throughout the region; volunteer at local schools, clubs, and sports programs; provide classes to home-schooled students; and lead local boy and girl scout troops. In addition, the Navy search and rescue (SAR) service at NAS Whidbey Island is tied to the Growler mission. The Navy's SAR teams typically maintain a 24-hour support posture to provide medical care and transport as well as SAR operations over water, land, and mountainous terrain. The Navy SAR unit operates three MH-60S helicopters from NAS Whidbey Island as search and rescue/medical evacuation (SAR/MEDEVAC) platforms for the EA-18G aircraft as well as

other squadrons and personnel assigned to the installation. Pursuant to the National SAR Plan of the United States, the unit may also be used for civil SAR/MEDEVAC needs to the fullest extent practicable on a non-interference basis with primary military duties according to applicable national directives, plans, guidelines, and agreements; specifically, the unit may launch in response to a tasking by the Air Force Rescue Coordination Center for inland missions and/or tasking by the United States Coast Guard for all other aeronautical and maritime regions, when other assets are unavailable.

12.m. Education Impacts

The analysis provides an assessment of impacts to education and schools under the Proposed Action. See Section 4.10.3.1 for a complete discussion of these impacts.

The analysis discusses how the increase in school-aged children expected at the Oak Harbor, Coupeville, Anacortes, and other school districts would impact school capacity. Projected enrollments are based on the existing geographical distribution of military families currently stationed at the Naval Air Station Whidbey Island complex. Based on current distribution, no Navy personnel are expected to live on Lopez Island. Therefore, enrollment impacts to the Lopez Island School District are not discussed. The Navy acknowledges that the Proposed Action will exacerbate existing overcrowded conditions in the Oak Harbor School District, specifically in the elementary school. Due to state restrictions on classroom sizes, no change is expected to occur in the number of students per classroom. However, the number of classrooms and teachers would increase.

The analysis acknowledges that local school districts would be required to take steps to accommodate the projected increase in school-aged children under the Proposed Action and indicates the use of portable classrooms could be a possible solution used to accommodate the additional students. However, how these additional students would be accommodated, including through the construction of additional schools or the reconfiguration of existing schools, would be determined by each school district. The selected alternative would be expected to be fully implemented by 2021, which would provide school districts some time before being required to accommodate the full increase in school-aged children.

The analysis provides data on the number of students enrolled in the Oak Harbor, Coupeville, and Anacortes school districts who are dependents of at least one parent in the military (See Section 3.10.3). A decrease in Navy personnel is not part of an alternative under consideration; therefore, impacts to schools from a decrease in military dependent students is not analyzed.

No schools are located in the conceptual Accident Potential Zones for the Proposed Action. See Section 4.3.2 for an assessment of public health and safety impacts.

Federal impact aid is provided to public schools with “federally connected students”; however, the analysis acknowledges this aid does not cover the full per-pupil costs. Federal impact aid is provided to affected districts by the U.S. Department of Education. The Navy does not have the authority to provide supplemental funding to schools without Congressional authorization and appropriation of funds. See Section 3.10.3 and Section 4.10.3 for a discussion of federal impact aid levels. In addition, approximately 40 percent of military families and 58 percent of unaccompanied Navy personnel reside off-base in the local community. These personnel pay property tax either directly as homeowners or indirectly through their rental payments. These ad valorem property tax receipts contribute toward the cost of schools and other community services. As described in Section 3.10.2.4, ad valorem property taxes generated approximately 28.4 percent of the total revenues of the Island County government and 34.8 percent of

the total revenues of the Skagit County government. Therefore, property tax receipts are an important local funding source used to support schools and other community services.

The Navy does not intend to seek restoration of previous U. S. Department of Defense Office of Economic Adjustment programs or other funding streams for the construction of school facilities to support the Proposed Action. As described in Section 4.10.2.5, implementation of the Proposed Action would generate additional economic activity in the region that would, in turn, increase local government revenues. However, the Navy acknowledges that additional personnel associated with the Proposed Action and their dependents would also increase local government expenditures. Education would be particularly affected, and the Navy acknowledges that supplemental funds provided via the Federal Impact Aid Program operated by the U. S. Department of Education do not always cover the incremental costs associated with educating a federally connected student. The Navy will support local government efforts to apply for U. S. Department of Defense Office of Economic Adjustments program, if local governments qualify for the offered programs.

12.n. Quality of Life

Quality of life is a subjective determination based on personal experiences and preferences. Some of the community characteristics that affect quality of life include population density; educational, recreational, and cultural opportunities; housing characteristics; and access to community and health care services. The preferences and values attributed to these characteristics will vary by the individual as well as the form in which these characteristics are presented in the community. Therefore, the Environmental Impact Statement (EIS) does not analyze the effects on a specific individuals' quality of life.

However, the effects of noise on quality of life are discussed in Sections 3.2 and 4.2, as well as in Appendix A1. These effects would include an increase in annoyance, indoor/outdoor speech interference, sleep interference, classroom learning interference, and impacts to recreation. These noise impacts are generally limited to the higher-level noise contours in the vicinity of the airfields. Although the average sound level will increase, aircraft operations will not occur continuously. Other potential impacts to resources that could be considered as quality of life effects are discussed in Section 4.5.2, including community character and impacts on recreation and wilderness areas, as well as in Section 4.10, Socioeconomics, including employment and income, housing, and community services and facilities.

In response to public comments on health and student success, a new appendix (Appendix I, Community Health and Learning Review) was added to the EIS that shows, in statistical terms, that residents of Island County are enjoying good health and their students are succeeding in schools, which are some of the indicators of good quality of life.

12.o. Cost-Benefit Analysis

Many comments were received on conducting a cost-benefit analysis of the Proposed Action. Section 1.11 of the Final EIS provides details on this topic. The analysis discusses impacts to the natural and human environment in both qualitative and quantitative terms as applicable, but it does not attempt to assign a monetary value to these impacts. A cost-benefit analysis is beyond the scope of this Environmental Impact Statement (EIS) and therefore is not included. Likewise, monetizing major external costs from the Proposed Action--including the impacts of noise, the impacts to property values,

the impact of potential accidents, and the impact to tourism--is also beyond the scope of this EIS. In accordance with the National Environmental Policy Act, these impacts have been analyzed in the Final EIS, but their values have not been converted to dollar amounts.

The purpose of the National Environmental Policy Act is to assess the environmental impacts of a proposed federal action. The Proposed Action evaluated in this analysis is described in Section 1.1. A meaningful comparison of the alternatives under consideration must entail a comparison of multiple factors and, as such, does not lend itself to a monetary cost-benefit analysis; moreover, one is not required. As set forth in 40 Code of Federal Regulations (CFR) 1502.23, "For purposes of complying with [the National Environmental Policy Act], the weighing of the merits and drawbacks of the various alternatives need not be displayed in a monetary cost-benefit analysis and should not be when there are important qualitative considerations." Given the purpose and need is ultimately to enhance the Navy's warfighting capability, qualitative considerations such as operational synergy and efficient logistical support weigh more heavily than a pure cost analysis. Given the purpose and need as defined in Section 1.3, qualitative considerations are primary. The Final EIS evaluates the impacts of each alternative within relevant resource areas, assesses the significance of those impacts, and provides an indication of the considerations relevant and important to a decision. The Navy is not making a decision on selection of alternatives based on financial criteria; rather, the Navy is weighing the relative impacts of each to mission, operational capabilities and efficiencies, training, personnel, environmental protection, and fiscal budget authorizations. Accordingly, a cost-benefit analysis would not aid the decision.

12.p. Local Differences in Economy

The Navy acknowledges that the economic structure of the Town of Coupeville and the City of Oak Harbor differ and that each municipality has a different community character and a different approach to new development and growth management. (See Sections 3.5.2.3 and 4.5.2.1.2 for a detailed discussion of community character.) However, both communities would experience both the positive and the negative economic effects of the Proposed Action. The economic analysis has been completed at the regional/countywide level because the U.S. Bureau of Economic Analysis, the U.S. Bureau of Labor Statistics, and the U.S. Census Bureau collect only limited economic data for communities with populations of less than 20,000.

13. Environmental Justice

13.a. Environmental Justice Impacts

The analysis of environmental justice communities is based on guidance from Executive Order 12898. This analysis identifies the existence of environmental justice communities (i.e., minority or low-income populations) impacted by the Proposed Action and determines whether impacts on these communities are disproportionately high and adverse. Although impacts may disproportionately impact one community over another, the focus of environmental justice in the National Environmental Policy Act process is on those communities that are made up primarily of low-income and minority populations. As described in Section 4.11, the Navy identifies environmental justice communities and potential disproportionately high and adverse impacts under the No Action Alternative and the alternatives with respect to communities living under conceptual and existing accident potential zones, communities living under the noise contours, housing affordability, and community access to public education, specifically in Oak Harbor. The Navy has concluded that there are environmental justice communities

within the affected area, and there are significant impacts outlined within the EIS to populations living within the affected area (noise impacts to those living within the 65 decibel [dB] day-night average sound level [DNL] noise contours and overcrowding at Oak Harbor School District schools). However, the Navy has determined that there will be no disproportionate high and adverse human health or environmental effects from noise, Clear Zones/Accident Potential Zones, or school overcrowding on minority populations or low-income populations. The Navy has, however, concluded that impacts on housing availability and housing affordability could have the potential to have a disproportionately high and adverse impact on low-income communities. Some low-income residents could be priced out of the market, and fewer households would be able to obtain affordable housing.

Many public comments on the draft analysis were concerned with the potential of low-income populations wanting to move due to the new noise impacts but not being able to afford to move. The Navy acknowledges this situation; however, it is impossible to accurately predict whether or how the demographic and economic composition of the affected census geographies may change as a result of the Proposed Action. Many factors influence the demographic and economic attributes of a neighborhood, including factors such as societal change, general economic conditions, and overall regional diversity. It would be too speculative to assume that only low-income residents would remain within the 65 day-night average sound level noise contours.

Additional public comments were received on the draft analysis concerning the impacts to migrant and agricultural workers in Island and Skagit Counties. The socioeconomic analysis has been expanded to quantify the number of agricultural workers employed in Island and Skagit Counties (see Sections 3.10 and 4.10). With respect to environmental justice concerns, no disproportionate impacts are expected to occur to these populations due to the small number of reported migrant workers (a total of seven workers in all of Island County). It is often difficult to quantify the number of seasonal and migrant workers. Many migrant workers are working outside their home country and move from place to place following growing seasons. Some do not officially check in with agencies or local support groups. Other agricultural workers are assumed to reside in the area and therefore have been taken into account in the larger environmental justice analysis (see Section 4.11).

14. Transportation

14.a. Transportation Impacts

There will be impacts to transportation that include an increase in traffic and increase in delays on roadways and intersections near Ault Field during peak hours. The analysis provides an assessment of reasonably foreseeable transportation impacts from the increased number of Navy personnel and their dependents under the Proposed Action. A determination of transportation start- and end-points (e.g., residences, jobs, and schools) for Navy personnel and their dependents cannot be reasonably predicted; therefore, traffic impacts and projections are based on existing recorded traffic volumes across local and county roads. Since monthly and seasonal traffic counts are unavailable for roadways in the study area, Chapter 4 qualitatively discusses potential traffic impacts during peak tourist season.

Based on standards set by local jurisdictions discussed in Section 4.12, the Proposed Action has the potential to increase traffic congestion but not cause roadways to operate below an acceptable level of service. The analysis includes a quantitative assessment of impacts to traffic on state roads and county roads near Ault Field (see Chapter 4). The analysis also discusses how, if requested by local municipalities, some measures could be implemented to reduce traffic congestion near Ault Field.

However, the Navy does not intend to fund transportation improvements to support traffic associated with the Proposed Action's increase in aircraft operations at the Naval Air Station Whidbey Island complex.

14.b. Vehicle Collisions and Safety

The Environmental Impact Statement (EIS) discusses reported vehicle collisions in Island County (see Chapter 3 for a discussion of collision rates). No accidents were reported near Outlying Landing Field Coupeville in 2014 (the most recent year for available data). County-wide, collision rates were lower than the state average. Chapter 4 also discusses traffic safety near Naval Air Station Whidbey Island. The Washington State Department of Transportation is responsible for operating and maintaining the state highway system. Concerns about speed limits or road alignments of State Route 20 or State Route 525 should be directed to the Washington State Department of Transportation.

Many public comments on the Draft EIS were submitted concerning the roundabout traffic on State Route 20. The analysis provides an assessment of traffic impacts on State Route 20 based on existing conditions. Chapter 4 provides an assessment of these impacts. The Washington State Department of Transportation has plans to install roundabouts at a number of intersections to improve safety and traffic flow. Information on impacts regarding installation of roundabouts on State Route 20 can be obtained from the Washington State Department of Transportation.

14.c. Pedestrians, Bicycles, and Bus Stops

The analysis discusses existing pedestrian and bicycle facilities at the Naval Air Station (NAS) Whidbey Island complex and the Navy's plans to expand these facilities. The Navy does not intend to promote alternative transportation modes to support the Proposed Action's increase in aircraft operations at the NAS Whidbey Island complex. Chapter 4 provides an assessment of expected transportation impacts, including traffic safety and potential delays to public transit.

14.d. Bridges and Ferries

Deception Pass Bridge and regional ferries provide the only vehicular access to Naval Air Station (NAS) Whidbey Island, via State Routes 20 and 525. In addition, Deception Pass Bridge is the sole access point for some utilities to NAS Whidbey Island. Based on the analysis, the Proposed Action is not expected to significantly increase traffic across the bridge (see Section 4.12). The transportation analysis discusses the structural condition of the regional bridges (see Section 3.12). The Washington State Department of Transportation has indicated the bridges are in good condition, and the state has no plans to replace them.

An analysis of how the bridge, ferries, and roads affect vehicular and utility access to NAS Whidbey Island is beyond the scope of this analysis.

14.e. Military Vehicles

The Proposed Action would not require any additional military vehicles. Any oversize construction vehicles needed for construction would be required to obtain a permit from the Washington State Department of Transportation to travel on state roads. Chapter 4 provides an assessment of expected traffic impacts.

15. Infrastructure

15.a. Infrastructure

The Navy acknowledges that its personnel use public infrastructure and that there will be impacts to it. However, based on existing and planned capacities discussed in Section 4.13, the increase in demand for infrastructure services would be within the capacity of these systems. The Navy does not intend to fund public infrastructure improvements to support the Proposed Action's increase in aircraft operations at the Naval Air Station Whidbey Island complex.

15.b. Potable Water and Wastewater Capacity

The analysis discusses current potable water and wastewater treatment capacity within the study area. The description of public community water systems in Section 3.13.2.2 has been updated with the latest information from the U. S. Environmental Protection Agency. Projected demand for potable water and production of wastewater under the Proposed Action are expected to be within current capacity of water and wastewater systems within the study area (see Chapter 4).

15.c. Groundwater

Section 3.9.2.1 discusses groundwater aquifers in the study area. Projected potable water consumption is based on existing geographical distribution of military families currently stationed at the Naval Air Station Whidbey Island complex. The majority of new Navy households would be expected to live in communities served by surface water sources, and only a small number of new households would rely on groundwater wells. Section 4.13.2.1 provides an assessment of impacts to groundwater.

15.d. Septic

Projected wastewater production is based on existing geographical distribution of military families currently stationed at the Naval Air Station Whidbey Island complex. The majority of new Navy households would be expected to live in communities with existing wastewater infrastructure, and only a small number of new households would rely on septic systems. Section 4.13.2.2 provides an assessment of impacts to wastewater management.

15.e. Personnel

Section 2.3.2 provides the number of proposed new Navy personnel and dependents under each alternative. Table 2.3-3 provides the total number of Navy personnel associated with Growler operations and Naval Air Station Whidbey Island, with the number of new personnel and dependents provided in parentheses. Impacts to transportation and utilities discussed in Chapter 4.12 and 4.13 are based on these data.

16. Geological Resources

16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

Discussion of existing geological hazards, including earthquakes, landslide and liquefaction susceptibility, and bluff erosion potential, is included in the analysis and can be found in Section 3.14.2.3, Seismic Activity and Geologic Hazards. This discussion has been expanded to include more recent potential

seismic activity along nearby faults. Potential impacts to geological hazards from the Proposed Action are included in the analysis and can be found in Section 4.14.2.1, Geological Resources Potential Impacts.

Under each of the three alternatives, construction and operation activities, including increases in Growler activity, would not result in impacts to seismic activity or risks, liquefaction risk, landslide risk, or bluff erosion.

All buildings constructed under the Proposed Action would be designed to conform to the seismic provisions of the Washington State Building Code. It is not within the scope of analysis to evaluate potential risks posed by possible geologic hazards to Navy assets.

17. Hazardous Materials and Waste

17.a. Hazardous Materials and Waste Impacts

Operation and maintenance of additional Growler aircraft would not introduce any new hazardous materials and/or waste streams to the Naval Air Station (NAS) Whidbey Island complex. While the addition of Growler aircraft would increase the amount of hazardous materials handled and generate increased amounts of hazardous wastes, this increase would be managed by existing hazardous material and waste management functions and facilities at NAS Whidbey Island. Likewise, the addition of Growler aircraft would not result in significant impacts with regard to the handling, use, storage, or disposal of fuel, oils, and lubricants at NAS Whidbey Island. All hazardous wastes would continue to be collected and managed on site in accordance with NAS Whidbey Island's hazardous waste management plan. Appropriate procedures for handling of hazardous materials and best management practices for the management of hazardous substances and spill/crash response at NAS Whidbey Island would be applied. Hazardous waste management activities would follow existing procedures for the safe handling, use, and disposal of hazardous substances and waste. Therefore, implementation of any of the alternatives would not result in significant impacts to hazardous materials and wastes. For more information on this topic, see Sections 3.15 and 4.15, Hazardous Materials.

18. Climate Change and Greenhouse Gases

18.a. Climate Change and Greenhouse Gases

Refer to Sections 4.4, 3.16 and 4.16 for a discussion of the impacts of climate change in Puget Sound and the Navy's commitments to reduce air emissions from mobile and stationary sources. See Section 4.4 and 4.16 for additional information on greenhouse gas impacts. As discussed in Sections 3.16 and 4.16, the Navy has stated that climate change is a "threat multiplier"; therefore, the Navy is prepared to adjust operations and its mission to address the issue.

As described in Sections 3.16 and 4.16, greenhouse gas emissions were calculated using the most recently available data and methods from the U. S. Environmental Protection Agency and Washington State Department of Ecology. All emission factors and assumptions are provided in Appendix B.

18.b. Average Carbon Dioxide per Aircraft

As discussed in Sections 3.16 and 4.16, this analysis has estimated the emissions that will be produced by Growler field carrier landing practice over the course of a year. While 128,700 to 130,000 total

annual airfield operations are proposed per year for the Naval Air Station (NAS) Whidbey Island complex, these operations are not constant, and power settings vary based on the type of operations. According to air quality analysis assumptions (refer to Appendix B), each sortie--with one full landing and takeoff cycle, transit to Outlying Landing Field Coupeville, and eight touch-and-go operations--would take 95 minutes, or 1.6 hours. Each sortie would burn 1,480 gallons of jet fuel and produce 14.25 metric tons of carbon dioxide equivalent, for an average fuel use of 937 gallons per hour and an emission rate during operations of 9.03 metric tons of carbon dioxide equivalent per hour.

Under Alternative 2, Scenario A, the analysis predicts the highest emission increases, with a total of 126,132 metric tons of carbon dioxide equivalent from all flight operations at the NAS Whidbey Island complex from the 118 Growlers that would be stationed at Ault Field under this alternative and scenario. The average annual greenhouse gas emissions per aircraft would be 1,069 metric tons of carbon dioxide equivalent per year. The U. S. Environmental Protection Agency has estimated that cars produce an average of 4.7 metric tons of carbon dioxide equivalent per year; therefore, this is the equivalent of 205 cars for each aircraft.

18.c. Other Greenhouse Gases (beyond Carbon Dioxide)

Fossil fuel combustion results in greenhouse gas emissions of primarily carbon dioxide equivalent, with small amounts of methane and nitrous oxide. The Aircraft Environmental Support Office does not provide methane and nitrous oxide emission factors for aircraft because these emissions are negligible from the combustion of jet fuel. For other sources of greenhouse gases, methane and nitrous oxide emissions have been converted to a carbon dioxide equivalent and included in the totals where emissions factors are available.

18.d. Washington State Greenhouse Gas Goals

As discussed in Section 4.16, due to the drop in aircraft greenhouse gas emissions in Washington State, the increase in emissions from the Proposed Action is not likely to interfere with Washington's Greenhouse Gas Emission Reduction Goals. Chapter 173-442 of the Washington Annotated Code, the Clean Air Rule, was adopted in September 2016 and regulates the businesses that are responsible for about two-thirds of carbon pollution in Washington State, such as transportation, refining, and manufacturing. Naval Air Station Whidbey Island was not identified as a potentially eligible party under the new clean air rule because its stationary emissions have historically been below 25 tons.

19. Cumulative Impacts

19.a. Scope of Cumulative Analysis

The approach taken in the analysis of cumulative impacts follows the objectives of the National Environmental Policy Act, Council on Environmental Quality regulations and guidance, and U. S. Environmental Protection Agency guidance. Cumulative impacts are defined in 40 Code of Federal Regulations, Section 1508.7. Additional guidance implemented in this cumulative analysis includes the Guidance on the Consideration of Past Actions in Cumulative Effects Analysis, Consideration of Cumulative Impacts in U. S. Environmental Protection Agency Review of National Environmental Policy Act Documents, and Council on Environmental Quality guidance entitled "Considering Cumulative Impacts under NEPA."

A cumulative impact is the impact on the environment that results from the incremental impact of the action when added to the 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. The scope of the cumulative impacts analysis involves both the geographic extent of the effects and the time-frame in which the coincidental effects could be expected to occur. For this analysis, the study area is resource-specific, as identified in Chapter 4 for the respective resource areas. The time-frame for cumulative impacts centers on the timing of the Proposed Action.

19.b. Revised Cumulative Impacts Analysis

Additional information pertaining to other past, present, and reasonably foreseeable future actions, as well as information pertaining to potentially affected resources, was received during the Draft Environmental Impact Statement comment period. Additional projects, both federal and non-federal, as well as connected actions, have been incorporated appropriately into Section 5.3, and they have been incorporated into specific resource analyses, as appropriate. Updated actions have been incorporated into a revised Section 5.3, and some environmental resources have been revised in Section 5.4.

19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

The Olympic Peninsula, including the Olympic National Park, is not part of the study area for this analysis. While multiple Navy actions are ongoing within the Pacific Northwest Region, each National Environmental Policy Act (NEPA) document addresses a specific Proposed Action, separated from other actions by its purpose and need, independent utility, timing, and geographic location. Some NEPA documents are stand-alone documents; others tier off of and/or expand the analyses of other existing NEPA documents. NEPA documents for at-sea training (e.g., the Northwest Training and Testing Environmental Impact Statement/Overseas Environmental Impact Statement) focus on training activities occurring within a range complex or Military Operations Area and involve different types of aircraft, ships, and range complex enhancements. However, NEPA documents that analyze a specific type of aircraft operation at a military airfield (in this case, the Growler) are focused in and around that airfield and its facility needs. While the Navy has analyzed, and is currently analyzing, various Proposed Actions in the area, those Proposed Actions are not preconditions for Growler operations at the Naval Air Station (NAS) Whidbey Island complex. Growler operations at the NAS Whidbey Island complex are not a precondition for larger military readiness activities on range complexes in the Pacific Northwest. Even in the absence of this Proposed Action, military training in the Pacific Northwest would continue independently from this Proposed Action, as analyzed in the documents referenced in Section 1.6.

While the Olympic Peninsula is not specifically addressed as part of the Proposed Action study area, it is included in two ways in this analysis: first, under the cumulative impacts analysis (as part of the Northwest Training and Testing Final Environmental Impact Statement [EIS]/Overseas EIS), as it was determined a relationship exists such that the affected resource areas of the Proposed Action might interact with the affected resource areas evaluated in other NEPA documents for the Olympic Peninsula (See Chapter 5), and, secondly, within the noise analysis, points of interest on and near the Olympic Peninsula have been included (see Sections 3.2 and 4.2).

19.d. Electronic Warfare

Comments were received during the public comment period for this Draft Environmental Impact Statement (EIS) that pertain to other regional efforts, including the Northwest Training and Testing (NWTT) Supplemental Draft EIS/Overseas Environmental Impact Statement (OEIS), the Electronic Warfare Range Environmental Assessment (EA), and the Naval Special Operations EA. These comments were forwarded to the relevant project teams to become part of their administrative record and analysis. In total, 251 comments were provided to the project teams for the NWTT Supplemental Draft EIS/OEIS and the Electronic Warfare Range EA, and eight were provided to the project team for the Naval Special Operations EA.

Inquiries were received about how earlier studies are related to the current Proposed Action. Information has been provided in Section 1.6 (Key Documents) of the EIS on the studies relevant to this Proposed Action. Documents are considered key because of similar actions, analyses, or impacts that are either directly relevant or inform the analysis of this Proposed Action. Under the Proposed Action, the Navy evaluated potential environmental impacts of increasing the capabilities of the Electronic Attack mission by increasing the number of Growlers operating at Naval Air Station (NAS) Whidbey Island and associated personnel changes. This EIS does not analyze impacts of Growler training occurring at existing range complexes, Special Use Airspace, and testing ranges. The Navy prepares separate National Environmental Policy Act (NEPA) documents addressing home basing and training because each of these documents is focused on the specific action that occurs at these locations. These actions are separated from other actions by their purpose and need, independent utility, timing, and geographic location. While the Navy has analyzed, and is currently analyzing, various proposed actions in the area, those proposed actions are not preconditions for Growler operations at the NAS Whidbey Island complex. Growler operations at the NAS Whidbey Island complex are not a precondition for larger military readiness activities on range complexes in the Pacific Northwest. Even in the absence of this Proposed Action, military training in the Pacific Northwest would continue independently from this Proposed Action as analyzed in the documents referenced in Section 1.6.

Growler operations at the NAS Whidbey Island complex do not automatically trigger larger military training activities in the Pacific Northwest. Likewise, Navy military readiness activities proceed independently of whether this Proposed Action is implemented. NEPA documents that address training typically analyze various training activities of many different types of aircraft and ships within an existing military range. This EIS focuses on the facilities and functions to support Growler operations at the NAS Whidbey Island complex. The Navy does consider the impacts from past, present, and reasonably foreseeable future actions in Chapter 5 (Cumulative Impacts).

19.e. Naval Special Operations EA

Comments were received during the public comment period for this Draft Environmental Impact Statement (EIS) that pertain to other regional efforts, including the Northwest Training and Testing (NWTT) Supplemental Draft EIS/Overseas Environmental Impact Statement (OEIS), the Electronic Warfare Range Environmental Assessment (EA), and the Naval Special Operations EA. These comments were forwarded to the relevant project teams to become part of their administrative record and analysis. In total, 251 comments were provided to the project teams for the NWTT Supplemental Draft EIS/OEIS and the Electronic Warfare Range EA, and eight were provided to the project team for the Naval Special Operations EA.

Growler operations at the Naval Air Station (NAS) Whidbey Island complex do not automatically trigger larger military training activities in the Pacific Northwest. Likewise, Navy military readiness activities proceed independently of whether this Proposed Action is implemented. This EIS focuses on the facilities and functions to support Growler operations at the NAS Whidbey Island complex. The Navy does consider the impacts from past, present, and reasonably foreseeable future actions in Chapter 5 (Cumulative Impacts).

19.f. Outlying Landing Field Coupeville Security Blocks

The Navy installed security blocks around the perimeter of Outlying Landing Field Coupeville in November 2013 in order to ensure public safety by keeping vehicles off the runway. This project has been completed and is not part of the Proposed Action for this Environmental Impact Statement. Table 5-1 and associated cumulative impacts analyses include this project as a recent past project.

19.g. Cumulative Impacts of Noise

Cumulative impacts to the noise environment are addressed in Section 5.4.2. This section analyzes all previous, ongoing, and reasonably anticipated changes to the noise environment, including both increases and decreases. The subsequent analysis takes the Proposed Action (both the action itself and the affected area[s]) into account as part of a holistic view of the noise environment and how the Proposed Action may cause changes to occur to that environment.

19.h. Cumulative Impacts on Biological Resources

Based on information obtained during the Section 7 consultation process and during the public comment period, additional information pertaining to potential impacts on biological resources has been incorporated into Section 4.8. Similarly, a revised cumulative impacts analysis reflects these changes and can be found in Section 5.4.8.

Because the Proposed Action does not have direct impacts on ocean acidification and in-water noise, neither topic is included in the cumulative impact analysis. Please see Section 4.8.2.2, which discusses potential impacts to marine species, and Section 4.9.2, which discusses water quality concerns.

M3 Comment Index

During the comment period, the Navy received more than 4,300 comment submittals provided by more than 2,600 individual commenters. For the purposes of publishing the appendix with the Final Environmental Impact Statement, comments are not reproduced in full. For ease of review, the Navy has included a comment response index that lists each comment using the commenter's alphanumeric code, with corresponding response codes for every comment submitted. Full-length comments and their corresponding comment responses are published in their entirety at the following location:

- <http://whidbeyeis.com/>

Table M-1 presents a comprehensive list of the comments and responses to comments. Comments are either identified by name (official comments) or by alphanumeric code (individuals) and provide the comment response codes assigned to each comment.

Table M-1 Comprehensive List of Comments and Responses to Comments

Alphanumeric Number	Response Title/Code
Federal	
01_USDOI-01 <i>U.S. Department of Interior, National Parks Service</i>	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.f. Use of Public Comments 2.k. Range of Alternatives 2.l. No Action Alternative 3.a. Aircraft Operations 3.d. Arrivals and Departures 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.i. Other Noise Metrics Not Currently in Analysis 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 7.f. Impacts to Wilderness Areas 7.g. Ebey’s Landing National Historical Reserve 7.h. San Juan Islands National Monument 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 8.g. Mapping and location of Ebey’s Landing National Historical Reserve and Central Whidbey Island Historic District 8.h. Ebey’s Landing National Historical Reserve, Military Association 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.d. Construction Impacts on Wildlife 10.f. Endangered Species Impact Analysis Adequacy 10.i. Additional Special Status Species 10.m. Impacts to Marine Species and Habitat 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
01_USEPA-01 <i>U.S. Environmental Protection Agency, Region 10</i>	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 6.b. National Ambient Air Quality Standards Compliance 6.c. Hazardous Air Pollutant Compliance 6.d. Air Operating Permit 11.d. Per- and Polyfluoroalkyl Substances
01_USEPA-02 <i>U.S. Environmental Protection Agency, Region 10</i>	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 6.b. National Ambient Air Quality Standards Compliance 6.c. Hazardous Air Pollutant Compliance 6.d. Air Operating Permit 11.d. Per- and Polyfluoroalkyl Substances
01_USHOU-01 <i>Congress of the United States</i>	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
State	
02_WADAH-01 <i>State of Washington Department of Archaeology & Historic Preservation</i>	1.a. Thank You 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
02_WADAH-02 <i>State of Washington Department of Archaeology & Historic Preservation</i>	1.a. Thank You 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
02_WADFW-01 <i>State of Washington Department of Fish and Wildlife</i>	1.a. Thank You 1.b. Best Available Science and Data 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 10.c. Wildlife Sensory Disturbance and Habituation 10.e. A-Weighted Noise Analysis and Scale of Hearing on Wildlife 10.f. Endangered Species Impact Analysis Adequacy 10.h. Species-Specific Discussions 10.i. Additional Special Status Species 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.m. Impacts to Marine Species and Habitat
02_WADFW-02 <i>State of Washington Department of Fish and Wildlife</i>	1.a. Thank You 1.b. Best Available Science and Data 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 10.c. Wildlife Sensory Disturbance and Habituation 10.e. A-Weighted Noise Analysis and Scale of Hearing on Wildlife 10.f. Endangered Species Impact Analysis Adequacy 10.h. Species-Specific Discussions 10.i. Additional Special Status Species 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.m. Impacts to Marine Species and Habitat

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
02_WADFW-03 <i>State of Washington Department of Fish and Wildlife</i>	1.a. Thank You 1.b. Best Available Science and Data 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 10.c. Wildlife Sensory Disturbance and Habituation 10.e. A-Weighted Noise Analysis and Scale of Hearing on Wildlife 10.f. Endangered Species Impact Analysis Adequacy 10.h. Species-Specific Discussions 10.i. Additional Special Status Species 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.m. Impacts to Marine Species and Habitat
02_WADOE-01 <i>State of Washington Department of Ecology</i>	1.a. Thank You 6.b. National Ambient Air Quality Standards Compliance 6.d. Air Operating Permit 6.e. Jet Engine Test Cells 18.a. Climate Change and Greenhouse Gases 18.c. Other Greenhouse Gases (Beyond Carbon Dioxide) 18.d. Washington State Greenhouse Gas Goals
02_WADOE-02 <i>State of Washington Department of Ecology</i>	1.a. Thank You 6.b. National Ambient Air Quality Standards Compliance 6.d. Air Operating Permit 6.e. Jet Engine Test Cells 18.a. Climate Change and Greenhouse Gases 18.c. Other Greenhouse Gases (Beyond Carbon Dioxide) 18.d. Washington State Greenhouse Gas Goals
02_WADOE-03 <i>State of Washington Department of Ecology</i>	1.a. Thank You 6.b. National Ambient Air Quality Standards Compliance 6.d. Air Operating Permit 6.e. Jet Engine Test Cells 18.a. Climate Change and Greenhouse Gases 18.c. Other Greenhouse Gases (Beyond Carbon Dioxide) 18.d. Washington State Greenhouse Gas Goals
02_WADOH-04 <i>State of Washington Department of Health</i>	1.a. Thank You 1.d. General Project Concerns 2.g. Agency Participation 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

Alphanumeric Number	Response Title/Code
02_WADOH-05 <i>State of Washington Department of Health</i>	1.a. Thank You 1.d. General Project Concerns 2.g. Agency Participation 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 12.n. Quality of Life
02_WAGOV-01 <i>State of Washington, Governor</i>	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
02_WAGOV-02 <i>State of Washington, Governor</i>	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.t. Noise Mitigation 14.a. Transportation Impacts 15.a. Infrastructure 15.b. Potable Water and Wastewater Capacity
Local	
03_ANACORTES_City-01 <i>City of Anacortes</i>	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
03_CENTRALWHIDBEY_FIREDISTRICT-01 <i>Central Whidbey Island Fire & Rescue</i>	1.a. Thank You 5.a. Accident Potential Zones
03_COUNTYCOMMISSIONERS-01 <i>County Commissioners from Jefferson County, San Juan County, Skagit County and Island County</i>	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.t. Noise Mitigation 12.n. Quality of Life
03_COUNTYCOMMISSIONERS-02 <i>County Commissioners from Jefferson County, San Juan County, Skagit County and Island County</i>	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 19.a. Scope of Cumulative Analysis

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
03_COUPEVILLE_TOWN-01 <i>Town of Coupeville</i>	1.a. Thank You 1.b. Best Available Science and Data 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.h. Next Steps 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.t. Noise Mitigation 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.i. Housing Access and Affordability 12.j. Property Values 12.p. Local Differences in Economy
03_ISLANDCOUNTYCOMMISSIONER-01 <i>Board of Commissioners, Island County</i>	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.m. Record of Decision/Preferred Alternative 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 7.g. Ebey’s Landing National Historical Reserve 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 8.h. Ebey’s Landing National Historical Reserve, Military Association 12.e. Agriculture Analysis 12.n. Quality of Life
03_ISLANDCOUNTYCOMMISSIONER-02 <i>Board of Commissioners, Island County</i>	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.c. Socioeconomic Impacts 12.k. Compensation to Citizens for Private Property
03_ISLANDCOUTNYCOMMISSIONERS-03 <i>Board of Commissioners, Island County</i>	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.c. Socioeconomic Impacts 12.k. Compensation to Citizens for Private Property

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
03_JEFFERSONCOUNTYCOMMISSIONERS-01 <i>Board of Commissioners, Jefferson County</i>	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 19.a. Scope of Cumulative Analysis
03_LOPEZISLAND_SCHOOL-01 <i>Lopez Island School District #144</i>	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 7.j. Impacts on Outdoor Sports 12.a. Socioeconomic Study Area 12.m. Education Impacts 12.n. Quality of Life
03_OAKBAY-GORDENHEAD_MLA-01 <i>MLA for Oak Bay-Gordon Head</i>	1.a. Thank You 4.r. Nonauditory Health Effects 4.t. Noise Mitigation
03_OAKHARBOR_CITY-01 <i>City of Oak Harbor</i>	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
03_OAKHARBOR_SCHOOL-01 <i>Oak Harbor School Board</i>	1.a. Thank You 12.m. Education Impacts
03_PORTOFCOUPEVILLECOMMISSIONERS-01 <i>Board of Commissioners, Port of Coupeville</i>	1.a. Thank You 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 12.f. Economic Hardship and Impacts 12.j. Property Values
03_PORTTOWNSEND_CITY-01 <i>City of Port Townsend</i>	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 8.a. Cultural Resources Area of Potential Effect 8.j. City of Port Townsend Cultural Resources 19.a. Scope of Cumulative Analysis

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
<p>03_SANJUANCOUNTY_COUNCIL-01 <i>San Juan County Council</i></p>	<p>1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.l. No Action Alternative 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.t. Noise Mitigation 4.u. Local Noise Ordinances 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.i. Deception Pass State Park and Other State Parks 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.i. Additional Special Status Species 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.m. Education Impacts</p>
<p>03_SANJUANCOUNTY_COUNCIL-02 <i>San Juan County Council</i></p>	<p>1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.l. No Action Alternative 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.t. Noise Mitigation 4.u. Local Noise Ordinances 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.i. Deception Pass State Park and Other State Parks 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.i. Additional Special Status Species 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.m. Education Impacts</p>

Table M-1 Comprehensive List of Comments and Responses to Comments

Alphanumeric Number	Response Title/Code
Organizations	
04_EBEY'SLANDINGNATIONALHISTORICRESERVE-01 <i>Ebey's Landing National Historical Reserve</i>	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.l. Points of Interest 4.m. Supplemental Metrics 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey's Landing National Historical Reserve 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey's Landing National Historical Reserve 8.h. Ebey's Landing National Historical Reserve, Military Association 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism
04_FRIENDSOFTHE SANJUANS-01 <i>Friends of the San Juans</i>	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 6.f. Fuel Dumping 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 12.c. Socioeconomic Impacts 19.b. Revised Cumulative Impacts Analysis
04_HOODCANALENVIRONMENTALCOUNCIL-01 <i>Hood Canal Environmental Council</i>	1.a. Thank You 1.b. Best Available Science and Data 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.h. Cumulative Impacts on Biological Resources

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
04_ISLANDCOUNTYHISTORICALSOCIETY-01 <i>Island County Historical Society Museum</i>	1.a. Thank You 5.a. Accident Potential Zones 7.a. Regional Land Use and Community Character 7.d. Recreation and Wilderness Analysis and Study Area 8.c. Noise and Vibration Impacts to Cultural Resources 8.d. Island County Cultural Resources 8.h. Ebey’s Landing National Historical Reserve, Military Association 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values
04_KWIAHT-01 <i>Kwiaht</i>	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.f. Noise Measurements/Modeling/On-Site Validation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.c. Wildlife Sensory Disturbance and Habituation
04_NATIONALPARKSCONSERVATIONASSOCIATION-01 <i>National Parks Conservation Association</i>	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.m. Supplemental Metrics 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.g. Cumulative Impacts of Noise
04_NATIONALPARKSCONSERVATIONASSOCIATION-02 <i>National Parks Conservation Association</i>	1.a. Thank You 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.m. Supplemental Metrics 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.g. Cumulative Impacts of Noise

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
04_NATIONALPARKSCONSERVATIONASSOCIATION-03 <i>National Parks Conservation Association</i>	1.a. Thank You 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.m. Supplemental Metrics 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.g. Cumulative Impacts of Noise
04_NATIONALPARKSCONSERVATIONASSOCIATION-04 <i>National Parks Conservation Association</i>	1.a. Thank You 4.j. Other Reports
04_NATIONALPARKSCONSERVATIONASSOCIATION-05 <i>National Parks Conservation Association</i>	1.a. Thank You 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.m. Supplemental Metrics 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.g. Cumulative Impacts of Noise
04_NATIONALPARKSCONSERVATIONASSOCIATION-06 <i>National Parks Conservation Association</i>	1.a. Thank You 4.j. Other Reports

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
04_NORTHOLYMPICGROUPEIERRACLUB-01 <i>North Olympic Group, Sierra Club</i>	1.a. Thank You 1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.h. Tourism 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
04_NORTHOLYMPICGROUPSIERRACLUB-02 <i>North Olympic Group, Sierra Club</i>	1.a. Thank You 1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.h. Tourism 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
04_PACIFICNORTHWESTCOASTALLIANCE-01 <i>Pacific Northwest Coast Alliance</i>	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
04_SAVETHEOLYMPICPENINSULA-01 <i>Save the Olympic Peninsula</i>	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping 10.f. Endangered Species Impact Analysis Adequacy 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
04_SAVETHEOLYMPICPENINSULA-02 <i>Save the Olympic Peninsula</i>	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping 10.f. Endangered Species Impact Analysis Adequacy 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
04_SKAGITAUDUBONSOCIETY-01 <i>Skagit Audubon Society</i>	1.a. Thank You 10.a. Biological Resources Study Area 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
04_WASHINGTONTRUSTFORHISTORICPRESERVATION-01 <i>Washington Trust for Historic Preservation</i>	1.a. Thank You 2.l. No Action Alternative 7.e. Impacts to Recreation from Noise/Operations 7.g. Ebey’s Landing National Historical Reserve 7.i. Deception Pass State Park and Other State Parks 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 12.h. Tourism
04_WASHINGTONTRUSTFORHISTORICPRESERVATION-02 <i>Washington Trust for Historic Preservation</i>	1.a. Thank You 12.h. Tourism 2.l. No Action Alternative 7.e. Impacts to Recreation from Noise/Operations 7.g. Ebey’s Landing National Historical Reserve 7.i. Deception Pass State Park and Other State Parks 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
<p>04_WCAA-OLYMPICFORESTCOALITION-01 <i>West Coast Action Alliance, Olympic Forest Coalition</i></p>	<p>1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.b. National Ambient Air Quality Standards Compliance 6.c. Hazardous Air Pollutant Compliance 6.d. Air Operating Permit 6.f. Fuel Dumping 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources</p>

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
04_WHIDBEY AUDUBON SOCIETY-01 <i>Whidbey Audubon Society</i>	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.f. Fuel Dumping 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.g. eBird Data 10.h. Species-Specific Discussions 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances
Individual Comments	
ABEMA0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 18.a. Climate Change and Greenhouse Gases
ABRRI0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
ABRRI0002	1.a. Thank You 2.a. Purpose and Need 2.j. Costs of the Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.t. Noise Mitigation 10.c. Wildlife Sensory Disturbance and Habituation 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.j. Property Values 12.n. Quality of Life 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ACECA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
ACHSA0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests
ACHSA0002	1.a. Thank You 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests
ADAAN0001	1.a. Thank You 4.q. Potential Hearing Loss
ADADA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ADAJA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 18.a. Climate Change and Greenhouse Gases 19.b. Revised Cumulative Impacts Analysis

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ADAKR0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
ADKJO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 12.j. Property Values
AKAME0001	1.a. Thank You
AKIMA0001	1.a. Thank You 19.d. Electronic Warfare
ALBCH0001	1.a. Thank You
ALBCH0002	1.a. Thank You
ALBEL0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ALBEL0002	1.a. Thank You 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.f. Fuel Dumping 8.e. Outlying Landing Field Coupeville and Coupeville History 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.j. Plants 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.n. Quality of Life 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
ALEJU0001	1.a. Thank You
ALEKA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation 12.k. Compensation to Citizens for Private Property
ALEKA0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
ALEKA0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
ALEKA0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ALESH0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
ALLDA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ALLDA0002	1.a. Thank You 4.r. Nonauditory Health Effects 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)
ALLGR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.a. Regional Land Use and Community Character 7.h. San Juan Islands National Monument
ALLGR0002	1.a. Thank You 6.f. Fuel Dumping 18.a. Climate Change and Greenhouse Gases
ALLJA0001	1.a. Thank You
ALLJA0002	1.a. Thank You
ALLRI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
AMEAL0001	1.a. Thank You 4.q. Potential Hearing Loss
AMEDE0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
AMEMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.k. Comparison of the Prowler to the Growler 4.q. Potential Hearing Loss
ANDCA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
ANDDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference
ANDDA0002	1.a. Thank You 4.r. Nonauditory Health Effects
ANDDA0003	1.a. Thank You 4.r. Nonauditory Health Effects
ANDDO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ANDDO0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.f. Impacts to Wilderness Areas 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 13.a. Environmental Justice Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
ANDKA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.i. Deception Pass State Park and Other State Parks
ANDKA0002	1.a. Thank You 4.q. Potential Hearing Loss
ANDKY0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.e. Naval Special Operations EA
ANDKY0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.e. Naval Special Operations EA

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ANDLA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.l. Points of Interest 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 8.h. Ebey’s Landing National Historical Reserve, Military Association 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy
ANDNA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.j. Property Values 12.n. Quality of Life
ANDRA0001	1.a. Thank You 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.t. Noise Mitigation 12.k. Compensation to Citizens for Private Property 14.a. Transportation Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ANDRI0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy
ANDRI0002	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ANDST0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
ANDST0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
ANDST0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
ANDST0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
ANDST0005	1.a. Thank You 4.j. Other Reports
ANDST0006	1.a. Thank You 4.r. Nonauditory Health Effects
ANDST0007	1.a. Thank You 4.q. Potential Hearing Loss
ANDST0008	1.a. Thank You 7.c. Noise Disclosure
ANDST0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
ANDST0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
ANDST0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
ANDST0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
ANDST0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
ANDST0014	1.a. Thank You 4.q. Potential Hearing Loss

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ANDST0015	1.a. Thank You 4.q. Potential Hearing Loss
ANDST0016	1.a. Thank You 4.r. Nonauditory Health Effects
ANDTI0001	1.a. Thank You 3.a. Aircraft Operations 4.t. Noise Mitigation
ANKDO0001	1.a. Thank You
APIGA0001	1.a. Thank You 12.b. Invisible Costs 12.j. Property Values
APIGA0002	1.a. Thank You 6.f. Fuel Dumping 6.g. Chaff 10.c. Wildlife Sensory Disturbance and Habituation 11.c. Marine Waters and Sediment
ARABE0001	1.a. Thank You 4.t. Noise Mitigation 12.i. Housing Access and Affordability
ARAJR0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 12.c. Socioeconomic Impacts 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.o. Cost-Benefit Analysis
ARAJR0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 12.c. Socioeconomic Impacts 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.o. Cost-Benefit Analysis
ARCTE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered but Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ARIAM0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/on-site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
ARMLE0001	1.a. Thank You 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.i. Housing Access and Affordability 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 14.a. Transportation Impacts 14.d. Bridges and Ferries
ARMWI0001	1.a. Thank You 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor)
ARNCH0001	1.a. Thank You 2.e. Public Involvement Process
ASCSH0001	1.a. Thank You 7.a. Regional Land Use and Community Character 12.j. Property Values
ASHCH0001	1.a. Thank You 2.e. Public Involvement Process
ASKST0001	1.a. Thank You 4.o. Classroom Learning Interference
ASTBR0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
ASTBR0002	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ATKLA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
ATTCL0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.m. Impacts to Marine Species and Habitat
ATTMA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ATTMA0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 14.d. Bridges and Ferries 15.a. Infrastructure 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
ATTMA0003	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.i. Proposed Action 2.n. Alternatives Considered But Eliminated
ATTMA0004	1.a. Thank You 1.b. Best Available Science and Data 2.c. Compliance with the National Environmental Policy Act 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
ATTMA0005	1.a. Thank You 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
ATTMA0006	1.a. Thank You 4.a. General Noise Modeling 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 8.c. Noise and Vibration Impacts to Cultural Resources 8.d. Island County Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
ATTMA0007	1.a. Thank You 1.b. Best Available Science and Data 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 14.d. Bridges and Ferries 15.a. Infrastructure 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
ATTMA0008	1.a. Thank You 1.b. Best Available Science and Data 2.c. Compliance with the National Environmental Policy Act 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ATTMA0009	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.n. Alternatives Considered But Eliminated 3.c. Military Training Routes 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 11.a. Groundwater 11.b. Floodplains and Wetlands 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.d. Population Impacts 17.a. Hazardous Materials and Waste Impacts
ATTMA0010	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts
AUSDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
AUSGA0001	1.a. Thank You 7.i. Deception Pass State Park and Other State Parks 19.g. Cumulative Impacts of Noise
AUSJI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
AUSLE0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects
AUSST0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
AUSST0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 19.d. Electronic Warfare
AZASU0001	1.a. Thank You
AZASU0002	1.a. Thank You
BACJO0001	1.a. Thank You 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BACJO002	1.a. Thank You 5.a. Accident Potential Zones
BACKA0001	1.a. Thank You
BACRU0001	1.a. Thank You 4.t. Noise Mitigation 12.n. Quality of Life
BAEFR0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.g. Field Carrier Landing Practice Evolutions and High Tempo
BAGBR0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BAGBR0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act
BAGBR0003	1.a. Thank You 3.a. Aircraft Operations
BAGCH0001	1.a. Thank You 2.l. No Action Alternative 7.d. Recreation and Wilderness Analysis and Study Area
BAGNA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BAGNA0002	1.a. Thank You 12.f. Economic Hardship and Impacts 12.h. Tourism
BAHLY0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.a. Regional Land Use and Community Character 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BAHPE0001	1.a. Thank You 2.e. Public Involvement Process 2.l. No Action Alternative
BAIEL0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BAIGO0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
BAIGO0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
BAILA0001	1.a. Thank You
BAILI0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
BAINA0001	1.a. Thank You 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances
BAINA0002	1.a. Thank You 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances
BAINA0003	1.a. Thank You 2.k. Range of Alternatives
BAINA0004	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BAINA0005	1.a. Thank You
BAINA0006	1.a. Thank You 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances
BAIRO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BAKCA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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BAKKA0001	1.a. Thank You 3.a. Aircraft Operations 3.f. Field Carrier Landing Practice Operation Totals
BAKNA0001	1.a. Thank You
BAKNO0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BALCA0001	1.a. Thank You
BALCH0001	1.a. Thank You 2.e. Public Involvement Process
BALED0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey's Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts
BALED0002	1.a. Thank You 12.j. Property Values
BALER0001	1.a. Thank You
BALGA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
BALJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BALMI0001	1.a. Thank You 3.a. Aircraft Operations
BANRI0001	1.a. Thank You
BANRI0002	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BARAS0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.t. Noise Mitigation 10.c. Wildlife Sensory Disturbance and Habituation 18.a. Climate Change and Greenhouse Gases
BARBI0001	1.a. Thank You
BARBI0002	1.a. Thank You
BARDA0001	1.a. Thank You
BARDE0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
BARDO0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BAREL0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
BARJO0001	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 10.b. Biological Resources Impacts
BARJO0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BARKA0001	2.e. Public Involvement Process 1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 10.m. Impacts to Marine Species and Habitat 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BARLI0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BARLI0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BARLI0003	1.a. Thank You 5.a. Accident Potential Zones
BARLI0004	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 12.e. Agriculture Analysis 12.n. Quality of Life
BARLI0005	1.a. Thank You 3.c. Military Training Routes
BARLI0006	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BARLI0007	1.a. Thank You
BARMIO001	1.a. Thank You 4.t. Noise Mitigation 7.d. Recreation and Wilderness Analysis and Study Area
BARMIO002	1.a. Thank You 4.t. Noise Mitigation
BARTIO001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BARZV0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BATAL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BATJU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BATJU0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy
BATJU0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 7.h. San Juan Islands National Monument
BAUBR0001	1.a. Thank You
BAXST0001	1.a. Thank You
BAYTH0001	1.a. Thank You
BEAGA0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance
BEAGA0002	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance
BEAGA0003	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance
BEAGA0004	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance
BEAJI0001	1.a. Thank You 2.k. Range of Alternatives 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BEAJO0001	1.a. Thank You 2.k. Range of Alternatives

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BEJU0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
BEJU0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.b. Invisible Costs 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property
BEJU0001	1.a. Thank You 4.r. Nonauditory Health Effects
BEJU0002	1.a. Thank You 4.r. Nonauditory Health Effects
BEJU0003	1.a. Thank You 4.r. Nonauditory Health Effects
BEJU0004	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
BEJU0005	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
BEJU0006	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
BEJU0007	1.a. Thank You 4.j. Other Reports
BEJU0008	1.a. Thank You 4.r. Nonauditory Health Effects
BEJU0009	1.a. Thank You 7.c. Noise Disclosure
BEJU0010	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
BEJU0011	1.a. Thank You 4.q. Potential Hearing Loss
BEJU0012	1.a. Thank You 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BECTH0013	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BECTH0014	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
BECTH0015	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
BECTH0016	1.a. Thank You 4.q. Potential Hearing Loss
BECTH0017	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism 12.n. Quality of Life 13.a. Environmental Justice Impacts
BEELO0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BEELY0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 11.a. Groundwater 11.b. Floodplains and Wetlands 12.n. Quality of Life 14.b. Vehicle Collisions and Safety
BEERO0001	1.a. Thank You 2.k. Range of Alternatives

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BEHJE0001	1.a. Thank You 2.e. Public Involvement Process 3.a. Aircraft Operations 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.e. A-Weighted Noise Analysis and Scale of Hearing on Wildlife
BEHJO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BEHLA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.l. Points of Interest 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.j. Impacts on Outdoor Sports 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 8.h. Ebey’s Landing National Historical Reserve, Military Association 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BEICL0001	1.a. Thank You 4.r. Nonauditory Health Effects 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values
BEIRO0001	1.a. Thank You 2.e. Public Involvement Process 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.g. Ebey’s Landing National Historical Reserve
BEMCA0001	1.a. Thank You 12.i. Housing Access and Affordability 12.m. Education Impacts 14.a. Transportation Impacts
BEMRO0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.m. Education Impacts 12.n. Quality of Life 14.a. Transportation Impacts 15.b. Potable Water and Wastewater Capacity 15.c. Groundwater 15.e. Personnel
BENBA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
BENCE0001	1.a. Thank You 2.a. Purpose and Need 4.t. Noise Mitigation
BENED0001	1.a. Thank You
BENKA0001	1.a. Thank You 4.r. Nonauditory Health Effects
BENKA0002	1.a. Thank You 4.r. Nonauditory Health Effects
BENMA0001	1.a. Thank You 18.b. Average Carbon Dioxide per Aircraft
BENRO0001	1.a. Thank You 2.e. Public Involvement Process 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 12.n. Quality of Life
BENSH0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BENSU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 12.d. Population Impacts 12.n. Quality of Life 14.c. Pedestrians, Bicycles, and Bus Stops
BERBE0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat
BERBR0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 7.g. Ebey’s Landing National Historical Reserve 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BERER0001	1.a. Thank You 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
BERER0002	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
BERILO001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 7.h. San Juan Islands National Monument

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BERJO0001	1.a. Thank You 2.e. Public Involvement Process
BERLIO0001	1.a. Thank You 12.f. Economic Hardship and Impacts 12.h. Tourism
BERMA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 18.a. Climate Change and Greenhouse Gases 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BERMA0002	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process
BERPA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BERPA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
BERPA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
BERPA0004	1.a. Thank You 4.j. Other Reports
BERPA0005	1.a. Thank You 4.r. Nonauditory Health Effects
BERPA0006	1.a. Thank You 4.q. Potential Hearing Loss
BERPA0007	1.a. Thank You 7.c. Noise Disclosure
BERPA0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
BERPA0009	1.a. Thank You 13.a. Environmental Justice Impacts
BERPA0010	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
BERPA0011	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
BERRA0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
BERRIO001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BERRO0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping
BERRO0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BERRO0003	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 4.o. Classroom Learning Interference 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)
BERSU0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BERSU0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BERSU0003	1.a. Thank You 1.d. General Project Concerns 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
BETGE0001	1.a. Thank You
BIAJA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BIGTA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BILDA0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 12.j. Property Values 18.a. Climate Change and Greenhouse Gases
BILMA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BILSU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BILSU0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
BINDA0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.m. Record of Decision/Preferred Alternative 4.k. Comparison of the Prowler to the Growler 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.p. Local Differences in Economy
BISDO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.d. Recreation and Wilderness Analysis and Study Area 12.j. Property Values 14.b. Vehicle Collisions and Safety

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BISSA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BISSH0001	1.a. Thank You 2.f. Use of Public Comments 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest
BISWI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.h. Runway Usage, Flight Tracks, and Altitudes 4.e. Day-Night Average Sound Level Contours and Noise 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.t. Noise Mitigation
BLABI0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 10.f. Endangered Species Impact Analysis Adequacy 10.m. Impacts to Marine Species and Habitat 12.h. Tourism 12.o. Cost-Benefit Analysis
BLABI0002	1.a. Thank You
BLADE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BLADE0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
BLADE0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
BLADE0004	1.a. Thank You 4.j. Other Reports
BLADE0005	1.a. Thank You 4.r. Nonauditory Health Effects
BLADE0006	1.a. Thank You 4.q. Potential Hearing Loss
BLADE0007	1.a. Thank You 7.c. Noise Disclosure

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BLADE0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
BLADE0009	1.a. Thank You 13.a. Environmental Justice Impacts
BLADE0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BLADE0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
BLADE0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
BLADE0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
BLADE0014	1.a. Thank You 4.q. Potential Hearing Loss
BLADE0015	1.a. Thank You 4.r. Nonauditory Health Effects
BLADE0016	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BLADE0017	1.a. Thank You 13.a. Environmental Justice Impacts
BLADE0018	1.a. Thank You 9.a. Consideration of Tribes
BLADE0019	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BLAER0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
BLAHU0001	1.a. Thank You 7.a. Regional Land Use and Community Character
BLAHU0002	1.a. Thank You 7.a. Regional Land Use and Community Character
BLALA0001	1.a. Thank You 10.m. Impacts to Marine Species and Habitat
BLASA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
BLASH0001	1.a. Thank You
BLIJI0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 11.d. Per- and Polyfluoroalkyl Substances

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BLOBE0001	1.a. Thank You 4.q. Potential Hearing Loss 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BLOCA0001	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.j. Property Values
BLOED0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BLOIR0001	1.a. Thank You 2.k. Range of Alternatives 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 3.h. Runway Usage, Flight Tracks, and Altitudes 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.t. Noise Mitigation 7.e. Impacts to Recreation from Noise/Operations 10.c. Wildlife Sensory Disturbance and Habituation 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BLOIR0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BLOKE0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 7.j. Impacts on Outdoor Sports 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.h. Tourism
BLOPA0001	1.a. Thank You 4.o. Classroom Learning Interference 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.m. Education Impacts
BLOSC0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BLOZA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BLUFR0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BODDE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 4.l. Points of Interest 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BODKE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BODKE0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
BODKE0003	1.a. Thank You 12.c. Socioeconomic Impacts 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BODKE0004	1.a. Thank You 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.m. Education Impacts
BODKE0005	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 17.a. Hazardous Materials and Waste Impacts
BOITH0001	1.a. Thank You 3.d. Arrivals and Departures
BOLBR0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.d. Recreation and Wilderness Analysis and Study Area 7.i. Deception Pass State Park and other State Parks 12.j. Property Values 14.a. Transportation Impacts 14.b. Vehicle Collisions and Safety
BOLKA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BOLKA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
BOLKA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
BOLKA0004	1.a. Thank You 4.j. Other Reports
BOLKA0005	1.a. Thank You 4.r. Nonauditory Health Effects
BOLKA0006	1.a. Thank You 4.q. Potential Hearing Loss
BOLKA0007	1.a. Thank You 7.c. Noise Disclosure
BOLKA0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
BOLKA0009	1.a. Thank You 13.a. Environmental Justice Impacts
BOLKA0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BOLKA0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
BOLKA0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
BOLKA0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
BOLKA0014	1.a. Thank You 4.q. Potential Hearing Loss
BOLKA0015	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BOLMA0001	1.a. Thank You
BOMDA0001	1.a. Thank You 1.b. Best Available Science and Data 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
BONDE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BONJO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BONPE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
BOOKR0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 10.l. Bird Migration 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
BOOPA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BORAM0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BORHA0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects
BORJA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor)
BORMA0001	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns
BORMA0002	1.a. Thank You 4.o. Classroom Learning Interference
BORPA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BORPA0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BORPA0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BORPA0004	1.a. Thank You 4.r. Nonauditory Health Effects
BORPA0005	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
BORPA0006	1.a. Thank You 13.a. Environmental Justice Impacts
BORPA0007	1.a. Thank You 4.j. Other Reports
BORPA0008	1.a. Thank You 4.o. Classroom Learning Interference
BORPA0009	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BORPA0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BORPA0011	1.a. Thank You 7.c. Noise Disclosure
BORPA0012	1.a. Thank You 4.q. Potential Hearing Loss
BORPA0013	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 19.d. Electronic Warfare
BOSBR0001	1.a. Thank You 12.i. Housing Access and Affordability 12.m. Education Impacts
BOSKE0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss
BOSKE0002	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
BOSPA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
BOTDO0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.l. No Action Alternative 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
BOTDO0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.l. No Action Alternative 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
BOTRO0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BOUPA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
BOWJU0001	1.a. Thank You 12.j. Property Values
BOYMA0001	1.a. Thank You 1.d. General Project Concerns 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects
BOYRO0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.i. Runway Operating Hours and Flight Schedules 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BOYST0001	1.a. Thank You
BOYST0002	1.a. Thank You 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
BOYST0003	1.a. Thank You 1.b. Best Available Science and Data
BOYST0004	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BOYVE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.b. National Ambient Air Quality Standards Compliance 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey's Landing National Historical Reserve 7.i. Deception Pass State Park and Other State Parks 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BRABE0001	1.a. Thank You 3.a. Aircraft Operations 3.i. Runway Operating Hours and Flight Schedules 4.p. Sleep Disturbance 12.c. Socioeconomic Impacts 12.j. Property Values 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BRACX0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 6.f. Fuel Dumping 7.e. Impacts to Recreation from Noise/Operations 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.j. Plants 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.d. Electronic Warfare
BRAEL0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 2.j. Costs of the Proposed Action 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
BRAGW0001	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.j. Property Values
BRAGW0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives
BRAGW0003	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BRAGW0004	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
BRAGW0005	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BRAMO0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BRASA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism
BRAWI0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BREAN0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.k. Comparison of the Prowler to the Growler 4.n. Speech Interference (Indoor and Outdoor) 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life
BREHA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BREJA0001	1.a. Thank You 1.b. Best Available Science and Data 2.e. Public Involvement Process 2.k. Range of Alternatives 3.a. Aircraft Operations 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.n. Quality of Life
BREJA0002	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BREJO0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
BRELU0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
BRELU0002	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
BRELU0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
BRELU0004	1.a. Thank You 4.r. Nonauditory Health Effects
BRELU0005	1.a. Thank You 4.j. Other Reports
BRELU0006	1.a. Thank You 7.h. San Juan Islands National Monument
BRELU0007	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BRELU0008	1.a. Thank You 12.a. Socioeconomic Study Area 12.h. Tourism
BRELU0009	1.a. Thank You 4.t. Noise Mitigation
BRELU0010	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process
BREMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BREWE0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BRIBO0001	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 6.f. Fuel Dumping 7.e. Impacts to Recreation from Noise/Operations 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.j. Plants 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.o. Cost-Benefit Analysis 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BRIBO0002	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 6.f. Fuel Dumping 7.e. Impacts to Recreation from Noise/Operations 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.j. Plants 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.o. Cost-Benefit Analysis 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BRIBO0003	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 6.f. Fuel Dumping 7.e. Impacts to Recreation from Noise/Operations 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.j. Plants 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.o. Cost-Benefit Analysis 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

BRIDA0001	<ul style="list-style-type: none"> 1.a. Thank You 1.c. Segmentation and Connected Actions 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.f. Use of Public Comments 2.i. Proposed Action 2.j. Costs of the Proposed Action 2.k. Range of Alternatives 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 5.b. Overtaking/Overloading of Air Traffic Control at Ault Field and Elsewhere 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.b. National Ambient Air Quality Standards Compliance 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 12.o. Cost-Benefit Analysis 13.a. Environmental Justice Impacts 14.d. Bridges and Ferries 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
	19.d. Electronic Warfare
BRIST0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.m. Record of Decision/Preferred Alternative 4.r. Nonauditory Health Effects 12.h. Tourism 12.j. Property Values
BRISU0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
BROAD0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BROAL0001	1.a. Thank You 7.c. Noise Disclosure
BROAN0001	1.a. Thank You
BROAP0001	1.a. Thank You 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BROAS0001	1.a. Thank You 4.t. Noise Mitigation
BROBA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
BROBA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
BROBA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
BROBA0004	1.a. Thank You 4.j. Other Reports
BROBA0005	1.a. Thank You 4.r. Nonauditory Health Effects
BROBR0001	1.a. Thank You 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy
BROCY0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BRODI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects
BRODO0001	1.a. Thank You
BROGA0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
BROJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 11.d. Per- and Polyfluoroalkyl Substances
BROJE0001	1.a. Thank You 3.a. Aircraft Operations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.a. Regional Land Use and Community Character
BROJI0001	1.a. Thank You
BROMA0001	1.a. Thank You
BROMA0002	1.a. Thank You
BROMI0001	1.a. Thank You 4.q. Potential Hearing Loss
BROMI0002	1.a. Thank You 4.q. Potential Hearing Loss
BROPA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
BRORO0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
BRORO0002	1.a. Thank You 3.d. Arrivals and Departures 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.m. Supplemental Metrics 8.a. Cultural Resources Area of Potential Effect
BROSH0001	1.a. Thank You 19.e. Naval Special Operations EA
BROSI0001	1.a. Thank You 4.r. Nonauditory Health Effects
BROST0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BROST0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
BROVI0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
BRUCH0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 12.f. Economic Hardship and Impacts
BRUCH0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 12.f. Economic Hardship and Impacts
BRUMI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 12.n. Quality of Life
BRUWP0001	1.a. Thank You
BRYAL0001	1.a. Thank You 2.k. Range of Alternatives 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BUCIA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BUCMA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
BUCMI0001	1.a. Thank You 1.b. Best Available Science and Data 3.a. Aircraft Operations
BUCSH0001	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated
BUCSH0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.m. Impacts to Marine Species and Habitat 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BUCSH0003	1.a. Thank You 4.l. Points of Interest 4.r. Nonauditory Health Effects 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
BUEGA0001	1.a. Thank You 2.e. Public Involvement Process 4.e. Day-Night Average Sound Level Contours and Noise 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
BUNDE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BUNJA0001	1.a. Thank You 12.n. Quality of Life
BUREL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BURGI0001	1.a. Thank You 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.n. Quality of Life
BURGI0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
BURGU0001	1.a. Thank You 12.e. Agriculture Analysis
BURHA0001	1.a. Thank You 2.e. Public Involvement Process

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BURHA0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BURJA0001	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.j. Property Values 12.n. Quality of Life
BURJO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BURJO0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
BURMA0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 4.q. Potential Hearing Loss 5.a. Accident Potential Zones
BURMA0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BURRH0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BUSCH0001	1.a. Thank You
BUSLE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BUSME0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
BUTJE0001	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
BUTJE0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BUTJE0003	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BUTJE0004	1.a. Thank You 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
BUTJE0005	1.a. Thank You 5.a. Accident Potential Zones
BUTKE0001	1.a. Thank You
BUTRO0001	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
BUTRO0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BUTRO0003	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BUTRO0004	1.a. Thank You 12.j. Property Values
BUTRO0005	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BUTRO0006	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
BUYSH0001	1.a. Thank you
BYRCH0001	1.a. Thank You 2.k. Range of Alternatives
CADAN0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
CAHSA0001	1.a. Thank You
CAHTO0001	1.a. Thank You
CALCH0001	1.a. Thank You 12.c. Socioeconomic Impacts
CALDO0001	1.a. Thank You 4.t. Noise Mitigation
CALDO0002	1.a. Thank You 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CALDO0003	1.a. Thank You 2.l. No Action Alternative 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation
CALTR0001	1.a. Thank You 4.q. Potential Hearing Loss 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.d. Recreation and Wilderness Analysis and Study Area 7.i. Deception Pass State Park and other State Parks 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
CAMCY0001	1.a. Thank You 9.a. Consideration of Tribes
CAMDA0001	1.a. Thank You
CAMFR0001	1.a. Thank You 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.d. Recreation and Wilderness Analysis and Study Area 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.e. Naval Special Operations EA
CAMLI0001	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 19.d. Electronic Warfare
CAMMA0001	1.a. Thank You 4.p. Sleep Disturbance 4.t. Noise Mitigation 7.i. Deception Pass State Park and Other State Parks
CANEL0001	1.a. Thank You 2.k. Range of Alternatives 9.a. Consideration of Tribes 19.d. Electronic Warfare
CANGO0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CANMI0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
CANST0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
CAPDE0001	1.a. Thank You 4.q. Potential Hearing Loss 10.a. Biological Resources Study Area 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
CARCA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
CARDA0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
CARDA0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CARGA0001	1.a. Thank You 4.r. Nonauditory Health Effects
CARGL0001	1.a. Thank You
CARJE0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
CARKA0001	1.a. Thank You
CARLA0001	1.a. Thank You 2.e. Public Involvement Process 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.c. Military Training Routes 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 14.d. Bridges and Ferries
CARPA0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat
CARST0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 2.e. Public Involvement Process 2.j. Costs of the Proposed Action 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.f. Fuel Dumping 10.b. Biological Resources Impacts 10.l. Bird Migration
CARSU0001	1.a. Thank You
CASAN0001	1.a. Thank You 1.b. Best Available Science and Data 2.c. Compliance with the National Environmental Policy Act 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.g. eBird Data
CASRI0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
CASRI0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
CASRI0003	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
CASRI0004	1.a. Thank You 4.q. Potential Hearing Loss
CASRI0005	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CASRI0006	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
CASRI0007	1.a. Thank You 4.j. Other Reports
CASRI0008	1.a. Thank You 4.r. Nonauditory Health Effects
CASRI0009	1.a. Thank You 2.n. Alternatives Considered But Eliminated 5.d. Environmental Health Risks and Safety Risks to Children
CAVCA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
CAVCO0001	1.a. Thank You 4.p. Sleep Disturbance 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping 7.i. Deception Pass State Park and Other State Parks 10.m. Impacts to Marine Species and Habitat 12.c. Socioeconomic Impacts 12.h. Tourism 12.i. Housing Access and Affordability
CERJO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.f. Noise Measurements/Modeling/On-Site Validation 12.c. Socioeconomic Impacts
CHABR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.j. Property Values
CHACA0001	1.a. Thank You 14.c. Pedestrians, Bicycles, and Bus Stops

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHACA0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.n. Speech Interference (Indoor and Outdoor) 4.t. Noise Mitigation
CHACA0003	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.n. Speech Interference (Indoor and Outdoor) 4.t. Noise Mitigation
CHACE0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
CHACE0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
CHACE0003	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
CHACE0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
CHACE0005	1.a. Thank You 4.r. Nonauditory Health Effects
CHACE0006	1.a. Thank You 4.j. Other Reports
CHACE0007	1.a. Thank You 7.h. San Juan Islands National Monument
CHACE0008	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
CHACE0009	1.a. Thank You 12.a. Socioeconomic Study Area 12.h. Tourism
CHACE0010	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process
CHACH0001	1.a. Thank You 4.j. Other Reports
CHACH0002	1.a. Thank You 4.r. Nonauditory Health Effects
CHACH0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
CHACH0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
CHACH0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
CHACH0006	1.a. Thank You 4.q. Potential Hearing Loss
CHACH0007	1.a. Thank You 4.r. Nonauditory Health Effects
CHACH0008	1.a. Thank You 4.q. Potential Hearing Loss

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHACH0009	1.a. Thank You 13.a. Environmental Justice Impacts
CHACH0010	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
CHACH0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
CHACH0012	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
CHACH0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
CHACH0014	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
CHACO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
CHACO0002	1.a. Thank You
CHADO0001	1.a. Thank You
CHAFE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
CHAJA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
CHAJU0001	1.a. Thank You 2.k. Range of Alternatives 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.i. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHAKA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
CHAKA0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.k. Range of Alternatives 6.f. Fuel Dumping 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts
CHALA0001	1.a. Thank You
CHALA0002	1.a. Thank You 4.a. General Noise Modeling 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHALA0003	1.a. Thank You 4.a. General Noise Modeling 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.n. Quality of Life
CHALE0001	1.a. Thank You 11.a. Groundwater
CHAMA0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism
CHARU0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
CHASC0001	1.a. Thank You 12.p. Local Differences in Economy
CHAST0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHATE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
CHAWE0001	1.a. Thank You 2.f. Use of Public Comments 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
CHEMA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.n. Speech Interference (Indoor and Outdoor) 7.c. Noise Disclosure 7.d. Recreation and Wilderness Analysis and Study Area 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
CHEPH0001	1.a. Thank You 1.c. Segmentation and Connected Actions 7.i. Deception Pass State Park and Other State Parks
CHIRI0001	1.a. Thank You
CHOC0001	1.a. Thank You
CHOST0001	1.a. Thank You 4.t. Noise Mitigation
CHRB0001	1.a. Thank You 2.e. Public Involvement Process

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHRC0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.j. Plants 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 11.a. Groundwater 11.b. Floodplains and Wetlands 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 13.a. Environmental Justice Impacts 14.d. Bridges and Ferries 14.e. Military Vehicles 15.a. Infrastructure 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 19.b. Revised Cumulative Impacts Analysis

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHRC0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.j. Plants 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 11.a. Groundwater 11. b. Floodplains and Wetlands 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 13.a. Environmental Justice Impacts 14.d. Bridges and Ferries 14.e. Military Vehicles 15.a. Infrastructure 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 19.b. Revised Cumulative Impacts Analysis

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHRCOA0003	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 11.a. Groundwater 11.b. Floodplains and Wetlands 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 13.a. Environmental Justice Impacts 14.d. Bridges and Ferries 14.e. Military Vehicles 15.a. Infrastructure 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 19.b. Revised Cumulative Impacts Analysis
CHRCOA0004	1.a. Thank You 10.m. Impacts to Marine Species and Habitat
CHRJO0001	1.a. Thank You 3.a. Aircraft Operations 3.e. Field Carrier Landing Practice Patterns 3.h. Runway Usage, Flight Tracks, and Altitudes 12.h. Tourism 14.a. Transportation Impacts 14.d. Bridges and Ferries

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CHRJO0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
CHRRIO001	1.a. Thank You
CHRRO0001	1.a. Thank You
CHRSU0001	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.t. Noise Mitigation
CIEJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
CITUS0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
CLAN0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.m. Impacts to Marine Species and Habitat

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CLACO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 12.j. Property Values 14.d. Bridges and Ferries
CLAKE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
CLAKE0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
CLAMA0001	1.a. Thank You 7.a. Regional Land Use and Community Character
CLAMA0002	1.a. Thank You 4.o. Classroom Learning Interference 7.a. Regional Land Use and Community Character 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism
CLAMA0003	1.a. Thank You 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.j. Property Values

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CLAMA0004	1.a. Thank You 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.j. Property Values
CLAMA0005	1.a. Thank You 7.g. Ebey’s Landing National Historical Reserve 12.n. Quality of Life
CLAMA0006	1.a. Thank You 2.k. Range of Alternatives
CLAMA0007	1.a. Thank You 12.j. Property Values
CLAMA0008	1.a. Thank You 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
CLAMA0009	1.a. Thank You 4.r. Nonauditory Health Effects
CLAMA0010	1.a. Thank You 4.r. Nonauditory Health Effects
CLAMI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
CLAMI0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.q. Potential Hearing Loss 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
CLARI0001	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
CLATI0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CLEBE0001	1.a. Thank You 4.q. Potential Hearing Loss
CLELI0001	1.a. Thank You
CLERE0001	1.a. Thank You 4.q. Potential Hearing Loss
CLERE0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
CLERE0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
CLERE0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
CLERE0005	1.a. Thank You 4.j. Other Reports
CLERE0006	1.a. Thank You 4.q. Potential Hearing Loss
CLERE0007	1.a. Thank You 13.a. Environmental Justice Impacts
CLERE0008	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
CLERE0009	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
CLERE0010	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
CLERE0011	1.a. Thank You 4.q. Potential Hearing Loss
CLERE0012	1.a. Thank You 4.r. Nonauditory Health Effects
CLEST0001	1.a. Thank You 4.p. Sleep Disturbance 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
CLIBE0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area
CLUGR0001	1.a. Thank You 4.r. Nonauditory Health Effects
COADO0001	1.a. Thank You
COBMI0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
COCU0001	1.a. Thank You 1.c. Segmentation and Connected Actions 19.h. Cumulative Impacts on Biological Resources

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COLAN0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
COLCA0001	1.a. Thank You 4.t. Noise Mitigation
COLED0001	1.a. Thank You
COLGO0001	1.a. Thank You 4.r. Nonauditory Health Effects
COLJA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.r. Nonauditory Health Effects 7.a. Regional Land Use and Community Character 12.j. Property Values 12.n. Quality of Life
COLJA0002	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
COLJA0003	1.a. Thank You 4.q. Potential Hearing Loss
COLJA0004	1.a. Thank You 4.r. Nonauditory Health Effects
COLJA0005	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
COLJA0006	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
COLJA0007	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
COLJA0008	1.a. Thank You 7.c. Noise Disclosure
COLJA0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
COLJA0010	1.a. Thank You 13.a. Environmental Justice Impacts
COLJA0011	1.a. Thank You 4.q. Potential Hearing Loss
COLJA0012	1.a. Thank You 4.r. Nonauditory Health Effects
COLJA0013	1.a. Thank You 4.r. Nonauditory Health Effects
COLJA0014	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
COLJA0015	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
COLJA0016	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COLJA0017	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
COLJA0018	1.a. Thank You 14.d. Bridges and Ferries
COLJA0019	1.a. Thank You 12.c. Socioeconomic Impacts
COLJA0020	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.l. Bird Migration
COLJA0021	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat
COLJA0022	1.a. Thank You 7.g. Ebey's Landing National Historical Reserve
COLJA0023	1.a. Thank You 6.f. Fuel Dumping 11.d. Per- and Polyfluoroalkyl Substances
COLJA0024	1.a. Thank You 6.f. Fuel Dumping
COLJA0025	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports
COLJA0026	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports
COLJA0027	1.a. Thank You 5.a. Accident Potential Zones
COLJA0028	1.a. Thank You 5.a. Accident Potential Zones
COLJA0029	1.a. Thank You 3.j. Flight Simulators
COLJA0030	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
COLJA0031	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
COLJA0032	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
COLJA0033	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property
COLJA0034	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts
COLJA0035	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
COLJA0036	1.a. Thank You 4.a. General Noise Modeling
COLJA0037	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COLJA0038	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.f. Economic Hardship and Impacts 12.h. Tourism 12.n. Quality of Life
COLJA0039	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.f. Economic Hardship and Impacts 12.h. Tourism 12.n. Quality of Life
COLJA0040	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.q. Potential Hearing Loss
COLJA0041	1.a. Thank You 4.t. Noise Mitigation 4.u. Local Noise Ordinances
COLJA0042	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
COLJA0043	1.a. Thank You 4.j. Other Reports
COLJA0044	1.a. Thank You 2.l. No Action Alternative
COLJA0045	1.a. Thank You 2.k. Range of Alternatives
COLJA0046	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
COLJA0047	1.a. Thank You 4.t. Noise Mitigation
COLJA0048	1.a. Thank You 2.n. Alternatives Considered But Eliminated
COLJA0049	1.a. Thank You 4.t. Noise Mitigation
COLJA0050	1.a. Thank You 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
COLJA0051	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
COLJA0052	1.a. Thank You 14.d. Bridges and Ferries
COLJA0053	1.a. Thank You 3.j. Flight Simulators
COLJA0054	1.a. Thank You 1.e. Risk of Terrorist Attack 14.d. Bridges and Ferries
COLJA0055	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
COLJA0056	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COLJA0057	1.a. Thank You 4.l. Points of Interest 4.q. Potential Hearing Loss
COLJA0058	1.a. Thank You 4.t. Noise Mitigation
COLJA0059	1.a. Thank You 4.t. Noise Mitigation
COLJA0060	1.a. Thank You 2.n. Alternatives Considered But Eliminated
COLJA0061	1.a. Thank You 4.t. Noise Mitigation
COLJA0062	1.a. Thank You 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
COLJA0063	1.a. Thank You 1.e. Risk of Terrorist Attack 14.d. Bridges and Ferries 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
COLJA0064	1.a. Thank You 14.d. Bridges and Ferries
COLJA0065	1.a. Thank You 3.a. Aircraft Operations
COLJA0066	1.a. Thank You 1.e. Risk of Terrorist Attack 14.d. Bridges and Ferries
COLJA0067	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
COLJA0068	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
COLJA0069	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
COLJA0070	1.a. Thank You 4.o. Classroom Learning Interference
COLJA0071	1.a. Thank You 4.l. Points of Interest 4.q. Potential Hearing Loss
COLJA0072	1.a. Thank You 4.q. Potential Hearing Loss
COLJA0073	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss
COLJA0074	1.a. Thank You 4.l. Points of Interest
COLJA0075	1.a. Thank You 7.j. Impacts on Outdoor Sports
COLJA0076	1.a. Thank You 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
COLJA0077	1.a. Thank You 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COLJA0078	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
COLJA0079	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
COLJA0080	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
COLJA0081	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property
COLJA0082	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts
COLJA0083	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
COLJA0084	1.a. Thank You 4.a. General Noise Modeling
COLJA0085	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics
COLJA0086	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
COLJA0087	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
COLJA0088	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.q. Potential Hearing Loss
COLJA0089	1.a. Thank You 4.t. Noise Mitigation 4.u. Local Noise Ordinances
COLJA0090	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
COLJA0091	1.a. Thank You 4.j. Other Reports
COLJA0092	1.a. Thank You 2.l. No Action Alternative
COLJA0093	1.a. Thank You 2.k. Range of Alternatives
COLJA0094	1.a. Thank You 2.k. Range of Alternatives
COLJA0095	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
COLJA0096	1.a. Thank You 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COLJA0097	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
COLJI0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 5.a. Accident Potential Zones
COLJI0002	1.a. Thank You
COLJO0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
COLJU0001	1.a. Thank You 4.l. Points of Interest
COLKR0001	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COLKR0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.f. Noise Measurements/Modeling/On-Site Validation 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
COLMA0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COMJM0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
COMJO0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 7.d. Recreation and Wilderness Analysis and Study Area 7.e. Impacts to Recreation from Noise/Operations 7.i. Deception Pass State Park and Other State Parks 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COMJO0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 12.n. Quality of Life
COMJO0003	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 7.d. Recreation and Wilderness Analysis and Study Area 7.e. Impacts to Recreation from Noise/Operations 7.i. Deception Pass State Park and Other State Parks 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 12.h. Tourism
COMJO0004	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.m. Supplemental Metrics 4.q. Potential Hearing Loss
COMJO0005	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.c. Military Training Routes 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.l. Points of Interest 4.p. Sleep Disturbance
COMJO0006	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CONBR0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
CONDA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
CONDA0002	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
CONIR0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat
CONJE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CONMA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
CONRA0001	1.a. Thank You
COOJA0001	1.a. Thank You
COOMA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
CORAL0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
CORBO0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 11.d. Per- and Polyfluoroalkyl Substances 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
CORGR0001	1.a. Thank You
CORJA0001	1.a. Thank You 2.a. Purpose and Need 2.j. Costs of the Proposed Action 2.m. Record of Decision/Preferred Alternative
CORLI0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
COSCA0001	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 12.h. Tourism 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
COSCA0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.o. Classroom Learning Interference
COTCH0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
COTTR0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference
COUJO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
COUME0001	1.a. Thank You
COUSC0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
COWCA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects
COWDA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
COWDA0002	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
COXMA0001	1.a. Thank You 2.e. Public Involvement Process 4.q. Potential Hearing Loss 12.h. Tourism 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
COYGL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CRAAN0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
CRAMA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism
CRAMA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 12.j. Property Values 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
CRARO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.j. Other Reports 4.r. Nonauditory Health Effects
CRAWI0001	1.a. Thank You 4.m. Supplemental Metrics 12.j. Property Values
CRAWI0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation
CREBR0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.m. Supplemental Metrics 4.t. Noise Mitigation
CRECY0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 7.d. Recreation and Wilderness Analysis and Study Area 18.a. Climate Change and Greenhouse Gases 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
CREJO0001	1.a. Thank You 9.a. Consideration of Tribes 18.a. Climate Change and Greenhouse Gases 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
CRIMA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 18.a. Climate Change and Greenhouse Gases
CRIRI0001	1.a. Thank You
CROBR0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
CROBR0002	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 7.g. Ebey's Landing National Historical Reserve
CROBR0003	1.a. Thank You 4.o. Classroom Learning Interference 7.g. Ebey's Landing National Historical Reserve 12.c. Socioeconomic Impacts
CROLI0001	1.a. Thank You
CRONO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 4.d. Day-Night Average Sound Level Metric 4.r. Nonauditory Health Effects 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.n. Quality of Life
CULBR0001	1.a. Thank You 2.k. Range of Alternatives 4.l. Points of Interest 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
CULBR0002	1.a. Thank You 2.k. Range of Alternatives 4.l. Points of Interest 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
CULPA0001	1.a. Thank You
CULSO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
CUMRI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 12.n. Quality of Life
CUNJO0001	1.a. Thank You
CUNST0001	1.a. Thank You 4.q. Potential Hearing Loss 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
CUNSU0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
CURJA0001	1.a. Thank You
CURJO0001	1.a. Thank You
CZAMI0001	1.a. Thank You
CZAPA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DAGJO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
DALCA0001	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
DALDA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 12.n. Quality of Life
DANAN0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.h. Tourism 12.j. Property Values 13.a. Environmental Justice Impacts
DANKI0001	1.a. Thank You
DANRE0001	1.a. Thank You
DANRE0002	1.a. Thank You
DARDO0001	1.a. Thank You
DARKA0001	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 4.t. Noise Mitigation
DARKA0002	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise
DARRE0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DATLI0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism 12.l. Community Service Impacts 12.m. Education Impacts
DAULA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
DAVAM0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
DAVAM0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
DAVAM0003	1.a. Thank You 4.j. Other Reports
DAVAM0004	1.a. Thank You 4.r. Nonauditory Health Effects
DAVAM0005	1.a. Thank You 13.a. Environmental Justice Impacts
DAVAM0006	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
DAVAM0007	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
DAVAM0008	1.a. Thank You 4.q. Potential Hearing Loss
DAVAM0009	1.a. Thank You 4.r. Nonauditory Health Effects
DAVAN0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
DAVAN0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat
DAVCJ0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DAVCJ0002	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.r. Nonauditory Health Effects 7.h. San Juan Islands National Monument
DAVCJ0003	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
DAVCR0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.k. Compensation to Citizens for Private Property
DAVEL0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
DAVEL0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
DAVEL0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
DAVEL0004	1.a. Thank You 4.j. Other Reports
DAVEL0005	1.a. Thank You 17.a. Hazardous Materials and Waste Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DAVER0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.h. San Juan Islands National Monument 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 17.a. Hazardous Materials and Waste Impacts

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DAVJE0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
DAVJO0001	1.a. Thank You
DAVNA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area
DAVNE0001	1.a. Thank You 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.i. Runway Operating Hours and Flight Schedules 12.j. Property Values
DAVSU0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DAWCA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.g. Ebey’s Landing National Historical Reserve 12.h. Tourism
DAYDA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives
DAYDA0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative
DAYDA0003	1.a. Thank You 4.o. Classroom Learning Interference
DAYDA0004	1.a. Thank You 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
DAYDA0005	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act
DAYDA0006	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act
DAYDA0007	1.a. Thank You 2.k. Range of Alternatives
DAYDA0008	1.a. Thank You 1.c. Segmentation and Connected Actions 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
DAYDA0009	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 3.a. Aircraft Operations 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 8.b. Section 106 Process 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 12.o. Cost-Benefit Analysis

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DEAKA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.f. Noise Measurements/Modeling/On-Site Validation
DEALO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
DEAMA0001	1.a. Thank You 4.o. Classroom Learning Interference 7.a. Regional Land Use and Community Character 12.j. Property Values
DEBCH0001	1.a. Thank You
DEBVA0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
DECJA0001	1.a. Thank You 4.a. General Noise Modeling 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
DEEDI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
DEEJO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DEFSU0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DEGAN0001	1.a. Thank You 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.d. Recreation and Wilderness Analysis and Study Area 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 10.l. Bird Migration 11.a. Groundwater 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
DEHST0001	1.a. Thank You 5.a. Accident Potential Zones
DEHST0002	1.a. Thank You 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation
DEIJO0001	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.t. Noise Mitigation 12.k. Compensation to Citizens for Private Property
DEKLI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.l. No Action Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DELBE0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
DELBR0001	1.a. Thank You
DELBR0002	1.a. Thank You
DELBR0003	1.a. Thank You
DELBR0004	1.a. Thank You
DELED0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.r. Nonauditory Health Effects
DELRA0001	1.a. Thank You
DENCD0001	1.a. Thank You 4.r. Nonauditory Health Effects
DENGO0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DENHI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
DENMA0001	1.a. Thank You 3.a. Aircraft Operations 4.a. General Noise Modeling 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects
DENSU0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
DESDI0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DESDI0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 18.a. Climate Change and Greenhouse Gases
DESKA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest
DE SMA0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
DEURE0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.q. Potential Hearing Loss 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
DEVDI0001	1.a. Thank You
DEVLA0001	1.a. Thank You 3.a. Aircraft Operations 4.t. Noise Mitigation
DEVRI0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DIACH0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.q. Potential Hearing Loss 11.a. Groundwater 12.j. Property Values
DIAJO0001	1.a. Thank You 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
DIAKE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 10.l. Bird Migration 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts
DIBLI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
DICAN0001	1.a. Thank You 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals
DICCH0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.c. Socioeconomic Impacts 12.h. Tourism 12.p. Local Differences in Economy
DICCH0002	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DICDA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 3.e. Field Carrier Landing Practice Patterns 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.a. Regional Land Use and Community Character 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 8.a. Cultural Resources Area of Potential Effect 8.g. Mapping and location of Ebey’s Landing National Historical Reserve and Central Whidbey Island Historic District 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.p. Local Differences in Economy 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 19.d. Electronic Warfare 19.f. Outlying Landing Field Coupeville Security Blocks

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DICDA0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 3.e. Field Carrier Landing Practice Patterns 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.a. Regional Land Use and Community Character 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 8.a. Cultural Resources Area of Potential Effect 8.g. Mapping and location of Ebey’s Landing National Historical Reserve and Central Whidbey Island Historic District 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.p. Local Differences in Economy 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 19.d. Electronic Warfare 19.f. Outlying Landing Field Coupeville Security Blocks

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DICEL0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
DICKE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
DICRO0001	1.a. Thank You 4.r. Nonauditory Health Effects
DICSA0001	1.a. Thank You 2.k. Range of Alternatives 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DIGTH0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
DILCY0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.j. Property Values
DILNA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
DILPA0001	1.a. Thank You
DINPH0001	1.a. Thank You 2.k. Range of Alternatives
DIOWE0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.n. Quality of Life
DIOWE0002	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DIOWE0003	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 4.o. Classroom Learning Interference 12.n. Quality of Life
DIOWE0004	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 4.q. Potential Hearing Loss 12.n. Quality of Life
DIOWE0005	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 4.r. Nonauditory Health Effects 12.n. Quality of Life
DIOWE0006	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 12.n. Quality of Life
DIOWE0007	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 12.n. Quality of Life
DOBBR0001	1.a. Thank You 4.q. Potential Hearing Loss
DOBBR0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
DOBBR0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
DOBBR0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
DOBBR0005	1.a. Thank You 4.j. Other Reports
DOBBR0006	1.a. Thank You 4.r. Nonauditory Health Effects
DOBBR0007	1.a. Thank You 4.q. Potential Hearing Loss
DOBBR0008	1.a. Thank You 7.c. Noise Disclosure
DOBBR0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
DOBBR0010	1.a. Thank You 13.a. Environmental Justice Impacts
DOBBR0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DOBBR0012	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
DOBBR0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
DOBBR0014	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
DOBBR0015	1.a. Thank You 4.r. Nonauditory Health Effects
DOBMA0001	1.a. Thank You 5.a. Accident Potential Zones
DODKA0001	1.a. Thank You 2.k. Range of Alternatives 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances
DOERO0001	1.a. Thank You 4.t. Noise Mitigation
DOLMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
DOLPH0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
DOLPH0002	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife
DOMAL0001	1.a. Thank You 2.d. Program of Record for Buying Growler Aircraft

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DONAL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
DONGI0001	1.a. Thank You
DONJE0001	1.a. Thank You 1.e. Risk of Terrorist Attack 13.a. Environmental Justice Impacts 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life
DONLI0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DONMI0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
DONNA0001	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 12.n. Quality of Life
DOTMI0001	1.a. Thank You
DOUDE0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
DOUJO0001	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.j. Property Values 12.k. Compensation to Citizens for Private Property
DOUJO0002	1.a. Thank You 12.k. Compensation to Citizens for Private Property
DOUJU0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 4.r. Nonauditory Health Effects 11.a. Groundwater
DOWDO0001	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
DOWDO0002	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DOWDO0003	1.a. Thank You 3.j. Flight Simulators 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
DOWDO0004	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
DOWDO0005	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
DOWDO0006	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
DOWDO0007	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
DOWDO0008	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
DOWDO0009	1.a. Thank You 4.j. Other Reports
DOWDO0010	1.a. Thank You 4.r. Nonauditory Health Effects
DOWDO0011	1.a. Thank You 4.q. Potential Hearing Loss
DOWDO0012	1.a. Thank You 4.j. Other Reports
DOWDO0013	1.a. Thank You 4.j. Other Reports
DOWDO0014	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
DOWDR0001	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling
DOWDR0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling
DOWDR0003	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling
DRICI0001	1.a. Thank You 2.e. Public Involvement Process
DRICI0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.i. Housing Access and Affordability

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DUBST0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
DUBST0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
DUDJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.a. Regional Land Use and Community Character 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
DUNBR0001	1.a. Thank You 2.k. Range of Alternatives

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DUNCL0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
DUNKE0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts
DUNLA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
DUNLA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
DUNLA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
DUNLA0004	1.a. Thank You 4.j. Other Reports
DUNLA0005	1.a. Thank You 4.r. Nonauditory Health Effects
DUNLA0006	1.a. Thank You 4.q. Potential Hearing Loss
DUNLA0007	1.a. Thank You 7.c. Noise Disclosure
DUNLA0008	1.a. Thank You 7.c. Noise Disclosure
DUNLA0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
DUNLA0010	1.a. Thank You 13.a. Environmental Justice Impacts
DUNLA0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
DUNLA0012	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
DUNLA0013	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
DUNLA0014	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
DUNLA0015	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
DUNLA0016	1.a. Thank You 4.q. Potential Hearing Loss
DUNLA0017	1.a. Thank You 4.r. Nonauditory Health Effects
DUNMA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DUNMA0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
DUNMA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
DUNMA0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
DUNMA0005	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
DUNMA0006	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
DUNMA0007	1.a. Thank You 4.r. Nonauditory Health Effects
DUNMA0008	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
DUNMA0009	1.a. Thank You 13.a. Environmental Justice Impacts
DUNMA0010	1.a. Thank You 4.r. Nonauditory Health Effects
DUNMA0011	1.a. Thank You 4.q. Potential Hearing Loss
DUNMA0012	1.a. Thank You 7.c. Noise Disclosure
DUNRO0001	1.a. Thank You 3.a. Aircraft Operations
DUNSH0001	1.a. Thank You 2.h. Next Steps 10.m. Impacts to Marine Species and Habitat
DUNTO0001	1.a. Thank You 12.n. Quality of Life
DUPJO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations
DURAR0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DURMJ0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances
DURMJ0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property
DURMJ0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DURMJ0004	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
DURNO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DURNO0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
DWOMA0001	1.a. Thank You 2.a. Purpose and Need 2.j. Costs of the Proposed Action 2.n. Alternatives Considered But Eliminated 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
DYEDI0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 3.a. Aircraft Operations 4.l. Points of Interest 4.r. Nonauditory Health Effects 6.f. Fuel Dumping
DYEDI0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered but Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DYEDI0003	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
DYEJE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
DYNRO0001	1.a. Thank You
DZITA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DZITA0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.f. Use of Public Comments 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
DZITA0003	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
EACAN0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
EACJA0001	1.a. Thank You 4.q. Potential Hearing Loss 18.a. Climate Change and Greenhouse Gases
EARNE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
EARPJ0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric
EASLE0001	1.a. Thank You 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process
EASRO0001	1.a. Thank You
EASST0001	1.a. Thank You
EASST0002	1.a. Thank You
EAVMI0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
EDAMA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
EDAMA0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 9.b. Native Food Resources and Tribal Fishing Grounds 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 12.f. Economic Hardship and Impacts 12.k. Compensation to Citizens for Private Property
EDAMA0003	1.a. Thank You 11.c. Marine Waters and Sediment 11.d. Per- and Polyfluoroalkyl Substances 15.b. Potable Water and Wastewater Capacity
EDAMA0004	1.a. Thank You 2.e. Public Involvement Process 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
EDAMA0005	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 12.b. Invisible Costs
EDAMA0006	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
EGGRS0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
EHLCA0001	1.a. Thank You 2.e. Public Involvement Process 7.d. Recreation and Wilderness Analysis and Study Area 14.b. Vehicle Collisions and Safety
EHRSU0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 4.a. General Noise Modeling 4.r. Nonauditory Health Effects 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
EIMDE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
EIMDE0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
EIMDE0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
EIMDE0004	1.a. Thank You 4.j. Other Reports
EIMDE0005	1.a. Thank You 4.r. Nonauditory Health Effects
EIMDE0006	1.a. Thank You 4.q. Potential Hearing Loss
EIMDE0007	1.a. Thank You 7.c. Noise Disclosure
EIMDE0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
EIMDE0009	1.a. Thank You 13.a. Environmental Justice Impacts
EIMDE0010	1.a. Thank You 4.l. Points of Interest
EIMDE0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
EIMDE0012	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
EIMDE0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
EIMDE0014	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
EIMDE0015	1.a. Thank You 4.q. Potential Hearing Loss
EIMDE0016	1.a. Thank You 4.r. Nonauditory Health Effects
EINFR0001	1.a. Thank You 3.c. Military Training Routes
EINFR0002	1.a. Thank You 5.a. Accident Potential Zones
EINFR0003	1.a. Thank You 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances
EINFR0004	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
EINFR0005	1.a. Thank You 2.n. Alternatives Considered But Eliminated
EINFR0006	1.a. Thank You 3.c. Military Training Routes
EISLE0001	1.a. Thank You
ELLBR0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ELLEVO001	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 10.l. Bird Migration
ELPMA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 3.a. Aircraft Operations 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.c. Socioeconomic Impacts 12.k. Compensation to Citizens for Private Property 12.m. Education Impacts
ELTMA0001	1.a. Thank You
ELTRY0001	1.a. Thank You 1.b. Best Available Science and Data 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 12.h. Tourism
EMESH0001	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
EMRED0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.j. Other Reports 4.l. Points of Interest 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.i. Deception Pass State Park and Other State Parks 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.m. Impacts to Marine Species and Habitat 12.o. Cost-Benefit Analysis

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
EMRED0002	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ENDJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
ENEDE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
ENEDE0002	1.a. Thank You 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife
ENEDE0003	1.a. Thank You 13.a. Environmental Justice Impacts
ENEDE0004	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
ENEDE0005	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
ENEDE0006	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
ENEDE0007	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
ENEDE0008	1.a. Thank You 4.q. Potential Hearing Loss
ENEDE0009	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
ENEDE0010	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports
ENEDE0011	1.a. Thank You 4.j. Other Reports
ENEDE0012	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ENEDE0013	1.a. Thank You 4.q. Potential Hearing Loss
ENEDE0014	1.a. Thank You 7.c. Noise Disclosure
ENEDE0015	1.a. Thank You 7.c. Noise Disclosure
ENEDE0016	1.a. Thank You 4.r. Nonauditory Health Effects
ENEDE0017	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
ENEDE0018	1.a. Thank You 2.n. Alternatives Considered But Eliminated
ENEDE0019	1.a. Thank You 4.j. Other Reports
ENEHA0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.f. Endangered Species Impact Analysis Adequacy 12.h. Tourism 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare
ENGJU0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ENGPAA0001	1.a. Thank You 4.r. Nonauditory Health Effects 12.f. Economic Hardship and Impacts 12.i. Housing Access and Affordability 12.n. Quality of Life
ENGPAA0002	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.m. Education Impacts
ENGWI0001	1.a. Thank You 2.k. Range of Alternatives 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
ENTAN0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
ENTAN0002	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
ENTAN0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.n. Quality of Life
ENTAN0004	1.a. Thank You 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
EPPLA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.j. Flight Simulators 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.n. Quality of Life
EPPLA0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.j. Flight Simulators 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.n. Quality of Life
ERBLE0001	1.a. Thank You 4.q. Potential Hearing Loss
ERBRO0001	1.a. Thank You
ERIMA0001	1.a. Thank You 18.d. Washington State Greenhouse Gas Goals 19.d. Electronic Warfare
ERIMA0002	1.a. Thank You 4.j. Other Reports 12.h. Tourism 12.j. Property Values
ERIMA0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.o. Classroom Learning Interference
ERIMA0004	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
ERIMA0005	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances
ERNST0001	1.a. Thank You
ESTGA0001	1.a. Thank You
ESTPA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ETZMI0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
EVAHE0001	1.a. Thank You 12.c. Socioeconomic Impacts
EVAJU0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
EVASU0001	1.a. Thank You
EVELA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
EVEMA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives
EVEMA0002	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life
EVEMA0003	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects
EV EPA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
EWAMA0001	1.a. Thank You 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
EWASU0001	1.a. Thank You 12.n. Quality of Life
EWENA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
EWETH0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.e. Agriculture Analysis 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 14.a. Transportation Impacts
EWETO0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.e. Agriculture Analysis 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 14.a. Transportation Impacts
EWETO0002	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.e. Agriculture Analysis 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 14.a. Transportation Impacts
FABJO0001	1.a. Thank You 1.d. General Project Concerns 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 12.j. Property Values 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FABPE0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life
FACJO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.e. Day-Night Average Sound Level Contours and Noise 4.p. Sleep Disturbance 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life
FAICH0001	1.a. Thank You
FAIGR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
FAIGR0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FAIJA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.l. Bird Migration 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
FAKRI0001	1.a. Thank You
FAKRI0002	1.a. Thank You
FALBI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FALJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
FANAL0001	1.a. Thank You 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance
FARCH0001	1.a. Thank You 12.h. Tourism
FARDO0001	1.a. Thank You 1.d. General Project Concerns
FARHA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
FARJO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
FARME0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
FARRO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
FARSC0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
FARTR0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations
FASAN0001	1.a. Thank You 4.q. Potential Hearing Loss 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.e. Naval Special Operations EA

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FAYEL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
FEEBR0001	1.a. Thank You 12.c. Socioeconomic Impacts 12.h. Tourism
FEEBR0002	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
FEEBR0003	1.a. Thank You 4.r. Nonauditory Health Effects
FEEBR0004	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
FEEBR0005	1.a. Thank You 4.q. Potential Hearing Loss
FEEBR0006	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
FEEBR0007	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act
FEEBR0008	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
FEEBR0009	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
FEEBR0010	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
FEEBR0011	1.a. Thank You 4.j. Other Reports
FEEBR0012	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
FEEBR0013	1.a. Thank You 13.a. Environmental Justice Impacts
FEEBR0014	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FEEBR0015	1.a. Thank You 4.q. Potential Hearing Loss
FEEBR0016	1.a. Thank You 7.c. Noise Disclosure
FEEBR0017	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 12.j. Property Values
FEEBR0018	1.a. Thank You 3.a. Aircraft Operations 4.a. General Noise Modeling 4.m. Supplemental Metrics 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
FEEBR0019	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
FEEKA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
FEEKA0002	1.a. Thank You
FEEKA0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
FEEKA0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FEEKA0005	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
FEEKA0006	1.a. Thank You 4.q. Potential Hearing Loss
FEEKA0007	1.a. Thank You 4.r. Nonauditory Health Effects
FEEKA0008	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
FEEKA0009	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
FEEKA0010	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
FEEKA0011	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
FEEKA0012	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
FEEKA0013	1.a. Thank You 13.a. Environmental Justice Impacts
FEEKA0014	1.a. Thank You 7.c. Noise Disclosure
FEEKA0015	1.a. Thank You 4.q. Potential Hearing Loss
FEEKA0016	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
FEEKA0017	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FELCL0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
FELJU0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.n. Quality of Life
FELJU0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.n. Quality of Life
FELKR0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FELWE0001	1.a. Thank You 10.m. Impacts to Marine Species and Habitat 12.h. Tourism 18.a. Climate Change and Greenhouse Gases 19.h. Cumulative Impacts on Biological Resources
FELWE0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
FERDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.i. Runway Operating Hours and Flight Schedules 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.c. Socioeconomic Impacts 12.j. Property Values
FERKE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.a. Regional Land Use and Community Character 12.c. Socioeconomic Impacts
FERKR0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
FERLIO001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FERMA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.l. Bird Migration 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
FERMI0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values
FERST0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 19.a. Scope of Cumulative Analysis
FERTI0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FETEL0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
FICED0001	1.a. Thank You 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
FICJO0001	1.a. Thank You
FIEKA0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
FIEKA0002	1.a. Thank You 2.e. Public Involvement Process
FIEKA0003	1.a. Thank You 2.k. Range of Alternatives 4.s. Health Impact Assessment and Long-term Health Study Requests 19.d. Electronic Warfare
FILLI0001	1.a. Thank You
FINAN0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation
FINAN0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
FINLR0001	1.a. Thank You 12.i. Housing Access and Affordability

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FINPA0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
FINPA0002	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.l. Points of Interest 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FINSC0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
FIRLI0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
FISAN0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FISAN0002	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
FISCH0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.l. Bird Migration 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
FISDE0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.f. Noise Measurements/Modeling/On-Site Validation 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FISEL0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey's Landing National Historical Reserve 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
FISJI0001	1.a. Thank You 2.l. No Action Alternative 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests
FISPA0001	1.a. Thank You
FITLY0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 9.a. Consideration of Tribes 10.b. Biological Resources Impacts 10.l. Bird Migration 12.j. Property Values 18.b. Average Carbon Dioxide per Aircraft
FITSU0001	1.a. Thank You
FLACA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
FLACA0002	1.a. Thank You 4.r. Nonauditory Health Effects
FLACA0003	1.a. Thank You 4.q. Potential Hearing Loss
FLACA0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
FLACA0005	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FLAPA0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.f. Use of Public Comments 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.n. Quality of Life
FLARO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
FLATO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
FLATO0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
FLATO0003	1.a. Thank You 13.a. Environmental Justice Impacts
FLATO0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FLEGA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
FLEMO0001	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy
FLESU0001	1.a. Thank You 2.l. No Action Alternative
FLOBA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.l. Points of Interest 4.p. Sleep Disturbance 4.t. Noise Mitigation 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 10.m. Impacts to Marine Species and Habitat 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FLORI0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 19.d. Electronic Warfare
FOLCA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 19.d. Electronic Warfare
FOLJA0001	1.a. Thank You
FOLKI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
FOLRO0001	1.a. Thank You
FORCH0001	1.a. Thank You
FORGE0001	1.a. Thank You 3.i. Runway Operating Hours and Flight Schedules
FORMA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
FORMA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
FORMA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
FORMA0004	1.a. Thank You 4.j. Other Reports
FORMA0005	1.a. Thank You 4.r. Nonauditory Health Effects
FORMA0006	1.a. Thank You 4.q. Potential Hearing Loss
FORMA0007	1.a. Thank You 4.q. Potential Hearing Loss
FORMA0008	1.a. Thank You 7.c. Noise Disclosure
FORMA0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
FORMA0010	1.a. Thank You 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FORMA0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
FORMA0012	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
FORMA0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
FORMA0014	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
FORMA0015	1.a. Thank You 4.q. Potential Hearing Loss
FORMA0016	1.a. Thank You 4.r. Nonauditory Health Effects
FOSAL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
FOSAL0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
FOSDA0001	1.a. Thank You
FOSKA0001	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
FOSVA0001	1.a. Thank You
FOUAR0001	1.a. Thank You 3.a. Aircraft Operations 3.i. Runway Operating Hours and Flight Schedules 14.a. Transportation Impacts
FOWNI0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FOXCO0001	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
FOXCO0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.k. Comparison of the Prowler to the Growler 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.c. Noise Disclosure
FOXCO0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
FOXCO0004	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FOXKA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
FOXLA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
FOXLA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.i. Deception Pass State Park and Other State Parks 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FOXLA0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
FOXLA0004	1.a. Thank You 12.h. Tourism 7.i. Deception Pass State Park and Other State Parks
FOXLA0005	1.a. Thank You 12.i. Housing Access and Affordability
FOXLA0006	1.a. Thank You 2.n. Alternatives Considered But Eliminated
FOXLA0007	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
FOXLA0008	1.a. Thank You 4.a. General Noise Modeling 4.k. Comparison of the Prowler to the Growler
FRAIA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
FRAJA0001	1.a. Thank You 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
FRAKI0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
FRAKI0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
FRAKI0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
FRAKI0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FRAKI0005	1.a. Thank You 4.r. Nonauditory Health Effects
FRAKI0006	1.a. Thank You 4.j. Other Reports
FRAKI0007	1.a. Thank You 4.q. Potential Hearing Loss
FRAKI0008	1.a. Thank You 7.c. Noise Disclosure
FRAKI0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
FRAKI0010	1.a. Thank You 13.a. Environmental Justice Impacts
FRAKI0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
FRAKI0012	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
FRAKI0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
FRAKI0014	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
FRAKI0015	1.a. Thank You 4.q. Potential Hearing Loss
FRAKI0016	1.a. Thank You 4.r. Nonauditory Health Effects
FRALE0001	1.a. Thank You 2.h. Next Steps 2.m. Record of Decision/Preferred Alternative 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.e. Agriculture Analysis 12.j. Property Values
FRALO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
FRASA0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
FREAR0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 12.i. Housing Access and Affordability 12.n. Quality of Life 14.a. Transportation Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FREAR0002	1.a. Thank You 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 7.i. Deception Pass State Park and Other State Parks 12.i. Housing Access and Affordability 14.a. Transportation Impacts 14.b. Vehicle Collisions and Safety
FREDE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
FREMA0001	1.a. Thank You 4.q. Potential Hearing Loss
FREMA0002	1.a. Thank You 7.c. Noise Disclosure
FREMA0003	1.a. Thank You 13.a. Environmental Justice Impacts
FREMA0004	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
FREMA0005	1.a. Thank You 4.q. Potential Hearing Loss
FREMA0006	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
FREMA0007	1.a. Thank You 4.r. Nonauditory Health Effects
FREMA0008	1.a. Thank You 7.e. Impacts to Recreation from Noise/Operations
FREMA0009	1.a. Thank You
FREMA0010	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.j. Property Values
FREMA0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
FREMA0012	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
FREMA0013	1.a. Thank You 12.b. Invisible Costs 12.c. Socioeconomic Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FREMA0014	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.h. Next Steps 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.l. Community Service Impacts 14.a. Transportation Impacts
FREMA0015	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
FREMA0016	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
FREMA0017	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
FREMA0018	1.a. Thank You 4.q. Potential Hearing Loss
FREMA0019	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
FREMA0020	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated
FREMA0021	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 3.h. Runway Usage, Flight Tracks, and Altitudes 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
FREMA0022	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.f. Fuel Dumping 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
FREPO0001	1.a. Thank You 4.m. Supplemental Metrics 18.a. Climate Change and Greenhouse Gases 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
FRICA0001	1.a. Thank You 4.a. General Noise Modeling 4.r. Nonauditory Health Effects 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
FRIELO001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 7.g. Ebey’s Landing National Historical Reserve 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
FRIMA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.a. General Noise Modeling
FROBR0001	1.a. Thank You
FROMX0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
FRYLU0001	1.a. Thank You 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 12.e. Agriculture Analysis
FRYLU0002	1.a. Thank You 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 12.e. Agriculture Analysis
FSYBA0001	1.a. Thank You
FULBA0001	1.a. Thank You 3.a. Aircraft Operations
FULBA0002	1.a. Thank You
FULJR0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
FULJR0002	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
GALCA0001	1.a. Thank You 4.r. Nonauditory Health Effects
GALMI0001	1.a. Thank You
GALTE0001	1.a. Thank You 2.a. Purpose and Need 2.e. Public Involvement Process
GAMRA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GANPE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GAPMA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GARCA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
GARHX0001	1.a. Thank You
GARLO0001	1.a. Thank You 12.n. Quality of Life
GARRO0001	1.a. Thank You
GARRO0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
GARRO0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.a. Regional Land Use and Community Character
GARRO0004	1.a. Thank You 2.n. Alternatives Considered But Eliminated
GARSA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.a. Regional Land Use and Community Character 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 11.a. Groundwater
GARSA0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GARSA0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.a. Regional Land Use and Community Character 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 11.a. Groundwater
GARTA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
GATAB0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
GAUCH0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GAUSH0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.h. Next Steps 3.e. Field Carrier Landing Practice Patterns 4.o. Classroom Learning Interference 5.c. Condition of Outlying Landing Field Coupeville 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 12.l. Community Service Impacts
GEDJA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.t. Noise Mitigation 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life
GEICH0001	1.a. Thank You
GEIFR0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.n. Quality of Life
GELKE0001	1.a. Thank You
GERBO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GERJO0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.f. Economic Hardship and Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GERJU0001	1.a. Thank You 12.j. Property Values 12.k. Compensation to Citizens for Private Property
GERJU0002	1.a. Thank You 12.j. Property Values 12.k. Compensation to Citizens for Private Property
GERPA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
GIBCH0001	1.a. Thank You
GIBHE0001	1.a. Thank You
GIBHE0002	1.a. Thank You
GILDA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GILDE0001	1.a. Thank You 3.a. Aircraft Operations
GILJA0001	1.a. Thank You 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 3.i. Runway Operating Hours and Flight Schedules
GILJU0001	1.a. Thank You
GILTH0001	1.a. Thank You 3.a. Aircraft Operations 3.f. Field Carrier Landing Practice Operation Totals 4.q. Potential Hearing Loss
GILVI0001	1.a. Thank You 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GIMST0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
GINDI0001	1.a. Thank You
GINDI0002	1.a. Thank You
GINRO0001	1.a. Thank You 9.a. Consideration of Tribes

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GIOAL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GIPZI0001	1.a. Thank You 12.n. Quality of Life
GITJA0001	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis
GLABE0001	1.a. Thank You
GLADA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
GLAJA0001	1.a. Thank You 19.d. Electronic Warfare
GLEBA0001	1.a. Thank You 4.l. Points of Interest 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
GLOJU0001	1.a. Thank You 4.r. Nonauditory Health Effects
GLOJU0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
GLOJU0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
GLOJU0004	1.a. Thank You 4.r. Nonauditory Health Effects
GLOJU0005	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GLOJU0006	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
GLOJU0007	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
GLOJU0008	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts
GLUCA0001	1.a. Thank You 10.m. Impacts to Marine Species and Habitat
GLUCA0002	1.a. Thank You 10.m. Impacts to Marine Species and Habitat
GLUCA0003	1.a. Thank You 10.m. Impacts to Marine Species and Habitat
GOFJE0001	1.a. Thank You 4.r. Nonauditory Health Effects
GOFJE0002	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
GOFJE0003	1.a. Thank You 2.k. Range of Alternatives
GOFJE0004	1.a. Thank You 4.r. Nonauditory Health Effects
GOFJE0005	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
GOLBE0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
GOLGA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GOLMA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
GOLMA0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
GONCA0001	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources
GONCA0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GONCA0003	1.a. Thank You 1.c. Segmentation and Connected Actions 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
GONJO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.d. Construction Impacts on Wildlife 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
GONJO0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GONJO0003	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
GOOGL0001	1.a. Thank You 2.e. Public Involvement Process 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life
GOOGL0002	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
GOOLI0001	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.i. Deception Pass State Park and other State Parks 12.n. Quality of Life
GOOLI0002	1.a. Thank You 4.q. Potential Hearing Loss
GOOMA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss
GOOMA0002	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GOOMA0003	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need
GOORO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
GORDE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
GORPA0001	1.a. Thank You 1.b. Best Available Science and Data 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.f. Field Carrier Landing Practice Operation Totals 4.d. Day-Night Average Sound Level Metric
GORRA0001	1.a. Thank You 4.r. Nonauditory Health Effects 7.g. Ebey’s Landing National Historical Reserve 12.h. Tourism 12.j. Property Values
GORSU0001	1.a. Thank You 10.m. Impacts to Marine Species and Habitat
GOSAL0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.a. Groundwater 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GOSAN0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
GOSHO0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
GOVJO0001	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values
GRABR0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.f. Endangered Species Impact Analysis Adequacy 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
GRAIR0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GRAJA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GRAME0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 12.n. Quality of Life
GRAPA0001	1.a. Thank You 10.m. Impacts to Marine Species and Habitat 12.j. Property Values
GREAM0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat
GRECH0001	1.a. Thank You 4.r. Nonauditory Health Effects
GRECH0002	1.a. Thank You 4.j. Other Reports
GRECH0003	1.a. Thank You 7.h. San Juan Islands National Monument
GRECH0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
GRECH0005	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
GRECH0006	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
GRECH0007	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.i. Other Noise Metrics Not Currently in Analysis 4.j. Other Reports 4.t. Noise Mitigation
GRECH0008	1.a. Thank You 4.o. Classroom Learning Interference
GRECH0009	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
GRECH0010	1.a. Thank You 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals
GRECH0011	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.k. Comparison of the Prowler to the Growler 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.f. Impacts to Wilderness Areas 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GRECH0012	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GRECH0013	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.i. Other Noise Metrics Not Currently in Analysis 4.t. Noise Mitigation
GRECH0014	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process
GRECH0015	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process
GRECH0016	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GRECH0017	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
GRECH0018	1.a. Thank You 2.n. Alternatives Considered But Eliminated 6.b. National Ambient Air Quality Standards Compliance 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals
GREDR0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
GREJA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances
GREJU0001	1.a. Thank You 4.r. Nonauditory Health Effects 7.c. Noise Disclosure 12.j. Property Values 12.n. Quality of Life
GREMI0001	1.a. Thank You
GRESA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GREST0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GRETY0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
GRIBE0001	1.a. Thank You 2.a. Purpose and Need
GRIGE0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.g. Agency Participation 2.h. Next Steps 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.d. Day-Night Average Sound Level Metric 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping 8.b. Section 106 Process 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 14.d. Bridges and Ferries 17.a. Hazardous Materials and Waste Impacts 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GRIKA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GRIKA0002	1.a. Thank You 2.l. No Action Alternative 14.a. Transportation Impacts
GRIKA0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.n. Quality of Life
GRIKE0001	1.a. Thank You 3.h. Runway Usage, Flight Tracks, and Altitudes
GRIKE0002	1.a. Thank You 3.h. Runway Usage, Flight Tracks, and Altitudes 4.t. Noise Mitigation 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GRIKR0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 7.g. Ebey’s Landing National Historical Reserve 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.n. Quality of Life
GRIWA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.h. San Juan Islands National Monument 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GRIWA0002	1.a. Thank You 4.r. Nonauditory Health Effects
GROAN0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 7.c. Noise Disclosure 7.d. Recreation and Wilderness Analysis and Study Area 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 15.b. Potable Water and Wastewater Capacity

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GROAN0002	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 12.j. Property Values 12.n. Quality of Life
GROKR0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 7.c. Noise Disclosure 7.d. Recreation and Wilderness Analysis and Study Area 7.i. Deception Pass State Park and other State Parks 12.j. Property Values 12.n. Quality of Life 19.d. Electronic Warfare
GUBRI0001	1.a. Thank You
GUEPE0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.f. Endangered Species Impact Analysis Adequacy 12.h. Tourism 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GUEPE0002	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.f. Endangered Species Impact Analysis Adequacy 12.h. Tourism 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare
GUEVI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
GULAM0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
GULAM0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
GULAM0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
GULAM0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
GULAM0005	1.a. Thank You 4.j. Other Reports
GULAM0006	1.a. Thank You 4.j. Other Reports

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GULAM0007	1.a. Thank You 4.q. Potential Hearing Loss
GULAM0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
GULAM0009	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
GULAM0010	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
GULAM0011	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
GULAM0012	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
GULAM0013	1.a. Thank You 4.q. Potential Hearing Loss
GULAM0014	1.a. Thank You 4.r. Nonauditory Health Effects
GULMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
GUMBA0001	1.a. Thank You
GUNBR0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
GUTED0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
GUTED0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
GUTST0001	1.a. Thank You
HABKE0001	1.a. Thank You 4.t. Noise Mitigation
HABPA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
HABPA0002	1.a. Thank You 10.m. Impacts to Marine Species and Habitat
HABPA0003	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HABSH0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HABSH0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HAGDA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
HAGGE0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism
HAGJO0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor)
HAHNA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAHNA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
HAHNA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
HAHNA0004	1.a. Thank You 4.j. Other Reports
HAHNA0005	1.a. Thank You 4.j. Other Reports
HAHNA0006	1.a. Thank You 4.r. Nonauditory Health Effects
HAHNA0007	1.a. Thank You 4.q. Potential Hearing Loss
HAHNA0008	1.a. Thank You 7.c. Noise Disclosure
HAHNA0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
HAHNA0010	1.a. Thank You 13.a. Environmental Justice Impacts
HAHNA0011	1.a. Thank You 13.a. Environmental Justice Impacts
HAHNA0012	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
HAHNA0013	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
HAHNA0014	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
HAHNA0015	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
HAHNA0016	1.a. Thank You 4.q. Potential Hearing Loss
HAHNA0017	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAHNA0018	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
HAHNA0019	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
HAHNA0020	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
HAHNA0021	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
HAHNA0022	1.a. Thank You 4.o. Classroom Learning Interference

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HALAN0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects
HALER0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HALKI0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
HALLY0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HALRA0001	1.a. Thank You 4.p. Sleep Disturbance 4.t. Noise Mitigation 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HALRO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HALRO0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.h. San Juan Islands National Monument 10.b. Biological Resources Impacts 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HALVI0001	1.a. Thank You 6.b. National Ambient Air Quality Standards Compliance 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
HALVI0002	1.a. Thank You 4.r. Nonauditory Health Effects 13.a. Environmental Justice Impacts
HALVI0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated
HAMGE0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAMJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
HAMJE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
HAMKI0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
HAMPO0001	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAMPO0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HAMRU0001	1.a. Thank You 2.a. Purpose and Need 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
HAMST0001	1.a. Thank You 4.l. Points of Interest 4.o. Classroom Learning Interference
HAMST0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.l. Points of Interest 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 8.h. Ebey’s Landing National Historical Reserve, Military Association 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAMSU0001	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise
HAMSU0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.i. Runway Operating Hours and Flight Schedules 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.j. Property Values
HAMSU0003	1.a. Thank You
HAMSU0004	1.a. Thank You
HAMSU0005	1.a. Thank You 2.n. Alternatives Considered But Eliminated 12.j. Property Values
HANHE0001	1.a. Thank You 1.d. General Project Concerns
HANKU0001	1.a. Thank You
HANLE0001	1.a. Thank You 2.a. Purpose and Need
HANNA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
HANRO0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need
HANSA0001	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts
HARAN0001	1.a. Thank You 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
HARAN0002	1.a. Thank You 5.a. Accident Potential Zones
HARAN0003	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts
HARAN0004	1.a. Thank You 1.e. Risk of Terrorist Attack 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 14.d. Bridges and Ferries 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HARAN0005	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps
HARAN0006	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
HARAN0007	1.a. Thank You 13.a. Environmental Justice Impacts
HARAN0008	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.l. No Action Alternative 4.r. Nonauditory Health Effects 5.d. Environmental Health Risks and Safety Risks to Children 12.e. Agriculture Analysis 12.h. Tourism
HARAN0009	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 13.a. Environmental Justice Impacts
HARAN0010	1.a. Thank You 5.a. Accident Potential Zones
HARCA0001	1.a. Thank You 12.i. Housing Access and Affordability 12.n. Quality of Life 14.a. Transportation Impacts
HARDE0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 7.i. Deception Pass State Park and other State Parks 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
HAREL0001	1.a. Thank You 4.l. Points of Interest 4.o. Classroom Learning Interference

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAREL0002	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.j. Costs of the Proposed Action 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 12.c. Socioeconomic Impacts
HARGR0001	1.a. Thank You
HARHA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 12.n. Quality of Life
HARHA0002	1.a. Thank You 4.l. Points of Interest 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
HARHE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HARJA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
HARJU0001	1.a. Thank You
HARKA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HARKE0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life
HARLO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HARMA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
HAROL0001	1.a. Thank You 4.r. Nonauditory Health Effects
HAROL0002	1.a. Thank You 4.q. Potential Hearing Loss
HAROL0003	1.a. Thank You 7.c. Noise Disclosure
HAROL0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
HAROL0005	1.a. Thank You 13.a. Environmental Justice Impacts
HAROL0006	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
HAROL0007	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
HAROL0008	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
HAROL0009	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
HAROL0010	1.a. Thank You 4.q. Potential Hearing Loss
HAROL0011	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HARRO001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
HARTO001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HARTY0001	1.a. Thank You
HASPA0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
HASPA0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances 19.d. Electronic Warfare
HASPA0003	1.a. Thank You 4.m. Supplemental Metrics 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 18.a. Climate Change and Greenhouse Gases 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
HASSU0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
HATSA0001	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
HAUAM0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.f. Use of Public Comments 2.h. Next Steps 3.a. Aircraft Operations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.j. Property Values 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAUDA0001	1.a. Thank You 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.n. Quality of Life
HAUDE0001	1.a. Thank You 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 4.k. Comparison of the Prowler to the Growler 12.p. Local Differences in Economy
HAUDE0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
HAUDE0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest
HAUDE0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest
HAUDE0005	1.a. Thank You 4.r. Nonauditory Health Effects
HAVHE0001	1.a. Thank You 4.r. Nonauditory Health Effects 6.c. Hazardous Air Pollutant Compliance 11.d. Per- and Polyfluoroalkyl Substances
HAVJO0001	1.a. Thank You
HAWCR0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
HAWJO0001	1.a. Thank You
HAWNE0001	1.a. Thank You 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAYAN0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
HAYAN0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.i. Deception Pass State Park and Other State Parks 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAYAN0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
HAYAN0004	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAYAN0005	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
HAYDA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 3.f. Field Carrier Landing Practice Operation Totals 4.f. Noise Measurements/Modeling/On-Site Validation
HAYLY0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
HAYLY0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
HAYLY0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
HAYLY0004	1.a. Thank You 4.j. Other Reports
HAYLY0005	1.a. Thank You 4.r. Nonauditory Health Effects
HAYLY0006	1.a. Thank You 4.q. Potential Hearing Loss
HAYLY0007	1.a. Thank You 7.c. Noise Disclosure
HAYLY0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
HAYLY0009	1.a. Thank You 13.a. Environmental Justice Impacts
HAYLY0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HAYLY0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
HAYLY0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
HAYLY0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
HAYLY0014	1.a. Thank You 4.q. Potential Hearing Loss
HAYLY0015	1.a. Thank You 4.r. Nonauditory Health Effects
HAYLY0016	1.a. Thank You 1.b. Best Available Science and Data 2.n. Alternatives Considered But Eliminated
HAYSU0001	1.a. Thank You 9.a. Consideration of Tribes 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.e. Naval Special Operations EA
HEFTR0001	1.a. Thank You 4.q. Potential Hearing Loss 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
HEGDE0001	1.a. Thank You 4.q. Potential Hearing Loss
HEIJA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.t. Noise Mitigation
HEIJI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 11.d. Per- and Polyfluoroalkyl Substances
HEIMY0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 6.b. National Ambient Air Quality Standards Compliance 7.a. Regional Land Use and Community Character 12.i. Housing Access and Affordability 14.a. Transportation Impacts 14.b. Vehicle Collisions and Safety 15.a. Infrastructure
HEIRI0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
HEIRI0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
HEIRI0003	1.a. Thank You 4.j. Other Reports
HEIRI0004	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HEIRI0005	1.a. Thank You 4.q. Potential Hearing Loss
HEIRI0006	1.a. Thank You 7.c. Noise Disclosure
HEIRI0007	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
HEIRI0008	1.a. Thank You 13.a. Environmental Justice Impacts
HEIRI0009	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
HEIRI0010	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
HEIRI0011	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
HEIRI0012	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
HEIRI0013	1.a. Thank You 4.q. Potential Hearing Loss
HEIRI0014	1.a. Thank You 4.r. Nonauditory Health Effects
HEIRI0015	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HEIRO0001	1.a. Thank You 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 6.b. National Ambient Air Quality Standards Compliance 9.b. Native Food Resources and Tribal Fishing Grounds 10.m. Impacts to Marine Species and Habitat 12.c. Socioeconomic Impacts 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
HELGE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 4.t. Noise Mitigation 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HELGE0002	1.a. Thank You 10.m. Impacts to Marine Species and Habitat
HELMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
HELST0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
HEMGO0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.d. Day-Night Average Sound Level Metric 4.r. Nonauditory Health Effects
HENAN0001	1.a. Thank You 2.a. Purpose and Need 2.l. No Action Alternative 18.a. Climate Change and Greenhouse Gases
HENGL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
HENJE0001	1.a. Thank You 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
HENJE0002	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HENJR0001	1.a. Thank You 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.h. Species-Specific Discussions 12.j. Property Values 12.k. Compensation to Citizens for Private Property
HENLA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.f. Fuel Dumping 6.g. Chaff 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.h. Species-Specific Discussions 11.c. Marine Waters and Sediment
HENLI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.p. Sleep Disturbance 7.i. Deception Pass State Park and other State Parks 12.j. Property Values 12.n. Quality of Life
HENPE0001	1.a. Thank You
HENPE0002	1.a. Thank You
HEPNA0001	1.a. Thank You 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation
HERMA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HERMA0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
HERRO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 11.a. Groundwater
HIGDO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 11.d. Per- and Polyfluoroalkyl Substances
HIGMI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
HIGRE0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 3.i. Runway Operating Hours and Flight Schedules
HIGTA0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects
HILER0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HILGL0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
HILJO0001	1.a. Thank You
HILJO0002	1.a. Thank You
HILJO0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 12.h. Tourism 12.n. Quality of Life
HILPA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
HILVI0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 5.a. Accident Potential Zones 12.e. Agriculture Analysis 12.h. Tourism
HILVI0002	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 5.a. Accident Potential Zones 12.e. Agriculture Analysis 12.h. Tourism
HINEL0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
HINNA0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.f. Use of Public Comments 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HOCAL0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 8.e. Outlying Landing Field Coupeville and Coupeville History 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values
HODCH0001	1.a. Thank You
HODCH0002	1.a. Thank You
HODNA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
HOEBA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HOLGL0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.l. Bird Migration 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
HOLKE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property
HOLKE0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HOLMA0001	1.a. Thank You 4.r. Nonauditory Health Effects
HOLPA0001	1.a. Thank You
HOMAN0001	1.a. Thank You 1.b. Best Available Science and Data 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.o. Cost-Benefit Analysis
HOMRO0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
HOOLE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)
HORAN0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
HORHE0001	1.a. Thank You
HORHE0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
HORHE0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
HORHE0004	1.a. Thank You 4.j. Other Reports
HORHE0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
HORHE0006	1.a. Thank You 4.r. Nonauditory Health Effects
HORHE0007	1.a. Thank You 4.q. Potential Hearing Loss

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HORHE0008	1.a. Thank You 7.c. Noise Disclosure
HORHE0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
HORHE0010	1.a. Thank You 13.a. Environmental Justice Impacts
HORHE0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
HORHE0012	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
HORHE0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
HORHE0014	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
HORHE0015	1.a. Thank You 4.q. Potential Hearing Loss
HORHE0016	1.a. Thank You 4.r. Nonauditory Health Effects
HORHE0017	1.a. Thank You 2.n. Alternatives Considered But Eliminated
HORHE0018	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
HORST0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
HORST0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HOUAR0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
HOUPA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.t. Noise Mitigation
HOWAL0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
HOWDA0001	1.a. Thank You
HOWDA0002	1.a. Thank You
HOWDA0003	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HOWER0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
HOWER0002	1.a. Thank You 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 4.o. Classroom Learning Interference 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
HOWJA0001	1.a. Thank You 10.b. Biological Resources Impacts 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 19.d. Electronic Warfare

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HOWJE0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HOWJO0001	1.a. Thank You 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
HOWMA0001	1.a. Thank You
HOWPA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
HOWWH0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
HOXVI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 12.c. Socioeconomic Impacts 12.i. Housing Access and Affordability 14.a. Transportation Impacts 14.b. Vehicle Collisions and Safety
HOYJA0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HOYPA0001	1.a. Thank You 2.k. Range of Alternatives 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 12.n. Quality of Life
HUBSH0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property
HUCST0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
HUDJO0001	1.a. Thank You 4.r. Nonauditory Health Effects 12.n. Quality of Life
HUDTE0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.d. Program of Record for Buying Growler Aircraft 2.i. Proposed Action 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HUEAN0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
HUEED0001	1.a. Thank You 2.k. Range of Alternatives
HUFAR0001	1.a. Thank You 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
HUFAR0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.q. Potential Hearing Loss
HUFME0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
HUGJO0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HUGKA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
HULMA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HULMA0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 12.h. Tourism 12.j. Property Values
HULMA0003	1.a. Thank You
HULMA0004	1.a. Thank You 5.a. Accident Potential Zones
HULMA0005	1.a. Thank You 12.j. Property Values
HULMA0006	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 12.h. Tourism 12.n. Quality of Life
HULMA0007	1.a. Thank You 4.o. Classroom Learning Interference
HULRH0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
HUMMA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
HUNCH0001	1.a. Thank You
HURCH0001	1.a. Thank You 5.a. Accident Potential Zones
HURCH0002	1.a. Thank You 5.a. Accident Potential Zones
HURCH0003	1.a. Thank You 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HURCH0004	1.a. Thank You 1.e. Risk of Terrorist Attack 14.d. Bridges and Ferries 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
HURCH0005	1.a. Thank You 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
HURCH0006	1.a. Thank You 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources
HURCH0007	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
HURCH0008	1.a. Thank You 5.a. Accident Potential Zones
HURCH0009	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.j. Other Reports
HURCH0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
HURJU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.l. Points of Interest 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
HURPA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
HURPA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
HURPA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
HURPA0004	1.a. Thank You 4.j. Other Reports

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HURPA0005	1.a. Thank You 4.r. Nonauditory Health Effects
HURPA0006	1.a. Thank You 4.q. Potential Hearing Loss
HURPA0007	1.a. Thank You 7.c. Noise Disclosure
HURPA0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
HURPA0009	1.a. Thank You 13.a. Environmental Justice Impacts
HURPA0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
HURPA0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
HURPA0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
HURPA0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
HURPA0014	1.a. Thank You 4.q. Potential Hearing Loss
HURPA0015	1.a. Thank You 4.r. Nonauditory Health Effects
HUSAN0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
HUSMA0001	1.a. Thank You 3.i. Runway Operating Hours and Flight Schedules

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
HUSPA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey's Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
HUTRO0001	1.a. Thank You 4.q. Potential Hearing Loss
HUTRO0002	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
HUTRO0003	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
HUXMA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 8.b. Section 106 Process 12.c. Socioeconomic Impacts 12.h. Tourism 12.n. Quality of Life 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis
HYSDA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ILLRI0001	1.a. Thank You 2.k. Range of Alternatives 3.a. Aircraft Operations 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 12.j. Property Values 19.d. Electronic Warfare
ILNRU0001	1.a. Thank You
ILNRU0002	1.a. Thank You
INCD0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
INGRI0001	1.a. Thank You 4.o. Classroom Learning Interference
IRIJU0001	1.a. Thank You 2.k. Range of Alternatives 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis
IRWLI0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
ISHDA0001	1.a. Thank You 4.r. Nonauditory Health Effects 19.d. Electronic Warfare
IVEDI0001	1.a. Thank You 4.q. Potential Hearing Loss 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.f. Fuel Dumping

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
IVEMA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
IVEPA0001	1.a. Thank You 2.k. Range of Alternatives 4.l. Points of Interest 4.r. Nonauditory Health Effects 6.c. Hazardous Air Pollutant Compliance 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
IVESI0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 12.k. Compensation to Citizens for Private Property 14.d. Bridges and Ferries
JACJU0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation
JACKA0001	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
JACMA0001	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.p. Local Differences in Economy 17.a. Hazardous Materials and Waste Impacts
JACMI0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JACRA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JAEJA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
JAHST0001	1.a. Thank You 3.a. Aircraft Operations
JAMIA0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.n. Alternatives Considered But Eliminated
JAMMA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JANCH0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
JANCH0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
JANCH0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.f. Field Carrier Landing Practice Operation Totals 4.f. Noise Measurements/Modeling/On-Site Validation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JANJE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
JANJU0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
JANMA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
JAQDO0001	1.a. Thank You 7.i. Deception Pass State Park and Other State Parks

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JARRO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
JEFIA0001	1.a. Thank You
JEFST0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
JEFTH0001	1.a. Thank You
JENKA0001	1.a. Thank You 2.e. Public Involvement Process 4.r. Nonauditory Health Effects
JENKA0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects
JENRO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey's Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JESAN0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
JESAN0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
JESAN0003	1.a. Thank You 12.b. Invisible Costs 12.c. Socioeconomic Impacts
JESAN0004	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation 12.j. Property Values 12.n. Quality of Life
JESAN0005	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
JESAN0006	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis
JESAN0007	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.e. Agriculture Analysis 12.h. Tourism 12.k. Compensation to Citizens for Private Property
JETAL0001	1.a. Thank You 4.r. Nonauditory Health Effects
JETAL0002	1.a. Thank You 4.r. Nonauditory Health Effects
JIAJU0001	1.a. Thank You
JIAPE0001	1.a. Thank You 4.r. Nonauditory Health Effects 6.b. National Ambient Air Quality Standards Compliance

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JIAPE0002	1.a. Thank You 4.r. Nonauditory Health Effects 6.b. National Ambient Air Quality Standards Compliance
JIRPO0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
JOHAL0001	1.a. Thank You 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 12.h. Tourism 12.p. Local Differences in Economy
JOHCH0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
JOHCH0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
JOHCH0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
JOHCH0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
JOHCH0005	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
JOHCH0006	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
JOHCH0007	1.a. Thank You 4.j. Other Reports
JOHCH0008	1.a. Thank You 4.r. Nonauditory Health Effects
JOHCH0009	1.a. Thank You 4.q. Potential Hearing Loss
JOHCH0010	1.a. Thank You 4.q. Potential Hearing Loss
JOHCH0011	1.a. Thank You 7.c. Noise Disclosure
JOHCH0012	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
JOHCH0013	1.a. Thank You 13.a. Environmental Justice Impacts
JOHCH0014	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JOHCH0015	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
JOHCH0016	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
JOHCH0017	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
JOHCH0018	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
JOHCH0019	1.a. Thank You 4.q. Potential Hearing Loss
JOHCH0020	1.a. Thank You 4.r. Nonauditory Health Effects
JOHCH0021	1.a. Thank You
JOHCL0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.t. Noise Mitigation
JOHEV0001	1.a. Thank You 4.t. Noise Mitigation
JOHGI0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 7.g. Ebey’s Landing National Historical Reserve
JOHGI0002	1.a. Thank You 2.k. Range of Alternatives
JOHGI0003	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 7.g. Ebey’s Landing National Historical Reserve
JOHJA0001	1.a. Thank You 2.k. Range of Alternatives 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life
JOHJA0002	1.a. Thank You 7.c. Noise Disclosure
JOHMA0001	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative
JOHMI0001	1.a. Thank You 3.h. Runway Usage, Flight Tracks, and Altitudes 4.l. Points of Interest 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.a. Regional Land Use and Community Character 12.c. Socioeconomic Impacts 12.h. Tourism 12.n. Quality of Life
JOHMI0002	1.a. Thank You
JOHNI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JOHRI0001	1.a. Thank You 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 5.a. Accident Potential Zones 12.c. Socioeconomic Impacts 12.h. Tourism
JOHRI0002	1.a. Thank You
JOHRL0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.k. Comparison of the Prowler to the Growler
JOHRL0002	1.a. Thank You 12.d. Population Impacts 12.j. Property Values 12.n. Quality of Life
JOHRL0003	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
JOHRL0004	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act
JOHRL0005	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
JOHRL0006	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics
JOHRL0007	1.a. Thank You 2.n. Alternatives Considered But Eliminated
JOHRL0008	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
JOHRL0009	1.a. Thank You 12.n. Quality of Life 12.p. Local Differences in Economy
JOHRL0010	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.o. Classroom Learning Interference 12.p. Local Differences in Economy
JOHRL0011	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.k. Comparison of the Prowler to the Growler

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JOHRL0012	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics
JOHRL0013	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.o. Classroom Learning Interference 12.p. Local Differences in Economy
JOHRL0014	1.a. Thank You 12.n. Quality of Life 12.p. Local Differences in Economy
JOHRL0015	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act
JOHRL0016	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
JOHRL0017	1.a. Thank You 2.n. Alternatives Considered But Eliminated
JOHRL0018	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
JOHRL0019	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
JOHRL0020	1.a. Thank You 12.d. Population Impacts 12.j. Property Values 12.n. Quality of Life
JOHRO0001	1.a. Thank You 1.d. General Project Concerns
JOHSA0001	1.a. Thank You 4.q. Potential Hearing Loss
JOHSC0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JOHSU0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts
JOHSU0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JOHSU0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
JOHTA0001	1.a. Thank You
JOHTH0001	1.a. Thank You 12.f. Economic Hardship and Impacts
JONAL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JONCA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
JONCH0001	1.a. Thank You 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric
JONDI0001	1.a. Thank You
JONKA0001	1.a. Thank You 4.r. Nonauditory Health Effects
JONKE0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.h. Tourism
JONRO0001	1.a. Thank You 3.d. Arrivals and Departures
JONRO0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance
JONRO0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance
JONRO0004	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance
JONRO0005	1.a. Thank You 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
JONSU0001	1.a. Thank You 2.l. No Action Alternative 4.a. General Noise Modeling 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
JONSU0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
JONSU0003	1.a. Thank You 7.e. Impacts to Recreation from Noise/Operations 10.c. Wildlife Sensory Disturbance and Habituation 10.e. A-Weighted Noise Analysis and Scale of Hearing on Wildlife 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.h. Tourism
JORKI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances
JOSWE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects
JULRO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
JULRO0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects
JUNFR0001	1.a. Thank You 12.c. Socioeconomic Impacts 12.l. Community Service Impacts
KACMA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
KAHGE0001	1.a. Thank You 2.h. Next Steps 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric
KAHGE0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KAIWI0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KALAN0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 12.n. Quality of Life
KALMA0001	1.a. Thank You 2.l. No Action Alternative 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KAMMI0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.r. Nonauditory Health Effects 12.n. Quality of Life
KANMO0001	1.a. Thank You
KANTI0001	1.a. Thank You
KAPJU0001	1.a. Thank You 2.a. Purpose and Need 2.k. Range of Alternatives
KARCO0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism
KARMI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
KASSC0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 10.b. Biological Resources Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KATAB0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
KATAN0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life
KATNA0001	1.a. Thank You 19.d. Electronic Warfare
KATNA0002	1.a. Thank You 19.d. Electronic Warfare
KATNA0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.r. Nonauditory Health Effects 12.n. Quality of Life
KATNA0004	1.a. Thank You 4.r. Nonauditory Health Effects
KATNA0005	1.a. Thank You 4.q. Potential Hearing Loss
KATNA0006	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
KAUCY0001	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KAUJO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
KAUKA0001	1.a. Thank You 18.a. Climate Change and Greenhouse Gases 19.d. Electronic Warfare
KAZJO0001	1.a. Thank You 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KEEJU0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
KEEJU0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
KEEJU0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
KEEJU0004	1.a. Thank You 4.j. Other Reports
KEEJU0005	1.a. Thank You 4.r. Nonauditory Health Effects
KEEJU0006	1.a. Thank You 4.q. Potential Hearing Loss
KEEJU0007	1.a. Thank You 7.c. Noise Disclosure
KEEJU0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
KEEJU0009	1.a. Thank You 13.a. Environmental Justice Impacts
KEEJU0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
KEEJU0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
KEEJU0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KEEJU0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
KEEJU0014	1.a. Thank You 4.q. Potential Hearing Loss
KEEJU0015	1.a. Thank You 4.r. Nonauditory Health Effects
KEIJA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
KEIJA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
KEIKE0001	1.a. Thank You 5.a. Accident Potential Zones 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KEIKE0002	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area
KEIKE0003	1.a. Thank You 6.f. Fuel Dumping
KEIKE0004	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 11.d. Per- and Polyfluoroalkyl Substances
KEIKE0005	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.t. Noise Mitigation
KEIKE0006	1.a. Thank You 12.d. Population Impacts 12.h. Tourism 12.j. Property Values 12.o. Cost-Benefit Analysis
KEIKE0007	1.a. Thank You 1.e. Risk of Terrorist Attack 3.h. Runway Usage, Flight Tracks, and Altitudes 14.d. Bridges and Ferries 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
KEIKE0008	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler
KEIKE0009	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation
KEIKE0010	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey's Landing National Historical Reserve 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances
KEIKE0011	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property
KEIKE0012	1.a. Thank You 4.j. Other Reports
KEIKE0013	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KEIKE0014	1.a. Thank You 4.l. Points of Interest 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 5.d. Environmental Health Risks and Safety Risks to Children
KEIKE0015	1.a. Thank You 2.k. Range of Alternatives 3.h. Runway Usage, Flight Tracks, and Altitudes
KEILA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 3.a. Aircraft Operations 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.i. Other Noise Metrics Not Currently in Analysis 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 7.a. Regional Land Use and Community Character 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances
KEILA0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
KEILA0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
KEILA0004	1.a. Thank You 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 5.a. Accident Potential Zones 12.j. Property Values
KELBA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KELCH0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.d. Recreation and Wilderness Analysis and Study Area 11.d. Per- and Polyfluoroalkyl Substances 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis
KELDE0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KELDE0002	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KELDU0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 12.j. Property Values
KELDU0002	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 12.j. Property Values
KELJE0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
KELJO0001	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation 12.h. Tourism 12.n. Quality of Life
KELJO0002	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation 12.h. Tourism 12.n. Quality of Life
KELJO0003	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation 12.h. Tourism 12.n. Quality of Life
KELJO0004	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation 12.h. Tourism 12.n. Quality of Life
KELJO0005	1.a. Thank You 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation 12.h. Tourism 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KELKA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances
KELKA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 12.j. Property Values 12.k. Compensation to Citizens for Private Property
KELMI0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
KELPE0001	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.j. Property Values 12.k. Compensation to Citizens for Private Property

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KEMDA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KEMDO0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
KEMJO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
KEMJO0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
KEMJO0003	1.a. Thank You 4.q. Potential Hearing Loss
KEMJO0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
KEMJO0005	1.a. Thank You 13.a. Environmental Justice Impacts
KEMJO0006	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KEMJO0007	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
KEMJO0008	1.a. Thank You 4.o. Classroom Learning Interference
KEMJO0009	1.a. Thank You 4.q. Potential Hearing Loss
KEMJO0010	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
KENBRO001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 12.e. Agriculture Analysis 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KENDI0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KENDI0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
KENLE0001	1.a. Thank You
KERCH0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 12.b. Invisible Costs 12.j. Property Values
KERCH0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
KERCH0003	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process
KERCH0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
KERCH0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
KERCH0006	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KERCH0007	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
KERCH0008	1.a. Thank You 4.j. Other Reports
KERFR0001	1.a. Thank You
KESRO0001	1.a. Thank You
KETLA0001	1.a. Thank You
KETPA0001	1.a. Thank You
KEYPE0001	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 12.j. Property Values 12.n. Quality of Life
KIETI0001	1.a. Thank You 3.a. Aircraft Operations
KILERO001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KILRI0001	1.a. Thank You 4.l. Points of Interest
KIMKA0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts
KIMPE0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KINCA0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 12.h. Tourism
KINCA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
KINER0001	1.a. Thank You 2.l. No Action Alternative 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life 18.d. Washington State Greenhouse Gas Goals
KINGA0001	1.a. Thank You 3.a. Aircraft Operations

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KINHE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
KINMI0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
KINMI0002	1.a. Thank You 4.a. General Noise Modeling 4.m. Supplemental Metrics 5.a. Accident Potential Zones 7.a. Regional Land Use and Community Character 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
KINPA0001	1.a. Thank You 4.p. Sleep Disturbance 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.h. Tourism 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KINSA0001	1.a. Thank You 2.k. Range of Alternatives 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.g. Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KIRDO0001	1.a. Thank You 1.d. General Project Concerns 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 12.i. Housing Access and Affordability 12.j. Property Values
KIRJO0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 19.d. Electronic Warfare
KIRKA0001	1.a. Thank You 2.e. Public Involvement Process 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
KITAN0001	1.a. Thank You 2.a. Purpose and Need 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KITAN0002	1.a. Thank You 2.a. Purpose and Need 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KLALE0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KLECH0001	1.a. Thank You 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
KLECH0002	1.a. Thank You 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
KLEDA0001	1.a. Thank You
KLEKI0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KLETR0001	1.a. Thank You
KLIAS0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KLIDA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
KLIDA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated
KLIDA0003	1.a. Thank You 4.r. Nonauditory Health Effects
KLIDA0004	1.a. Thank You 2.k. Range of Alternatives
KLIDA0005	1.a. Thank You 7.g. Ebey’s Landing National Historical Reserve
KLIDA0006	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps
KLIDA0007	1.a. Thank You 2.n. Alternatives Considered But Eliminated
KLOMA0001	1.a. Thank You 3.c. Military Training Routes
KNACA0001	1.a. Thank You 19.d. Electronic Warfare
KNIJO0001	1.a. Thank You
KNULE0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
KNUST0001	1.a. Thank You 4.q. Potential Hearing Loss 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)
KOCAN0001	1.a. Thank You
KOEST0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
KOFGE0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
KOFGE0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 12.p. Local Differences in Economy
KOFGE0003	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KOHCA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
KOHCH0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects
KOLED0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
KOLGL0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
KOLHE0001	1.a. Thank You 4.j. Other Reports

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KOLJA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
KOLST0001	1.a. Thank You 4.r. Nonauditory Health Effects 11.a. Groundwater 11.b. Floodplains and Wetlands
KONNA0001	1.a. Thank You 2.e. Public Involvement Process 3.h. Runway Usage, Flight Tracks, and Altitudes 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.h. Tourism
KOOCH0001	1.a. Thank You 2.k. Range of Alternatives 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KOOWE0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
KORKR0001	1.a. Thank You 4.p. Sleep Disturbance 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KORME0001	1.a. Thank You 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts 19.d. Electronic Warfare
KOSAR0001	1.a. Thank You
KOSSU0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
KOSTH0001	1.a. Thank You 3.a. Aircraft Operations 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
KOWCA0001	1.a. Thank You 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 12.n. Quality of Life
KOWMA0001	1.a. Thank You 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative
KRAED0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.l. No Action Alternative 4.r. Nonauditory Health Effects 10.f. Endangered Species Impact Analysis Adequacy 10.m. Impacts to Marine Species and Habitat 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KRAJO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 10.m. Impacts to Marine Species and Habitat 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
KRASA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.e. Day-Night Average Sound Level Contours and Noise
KREMB0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 4.n. Speech Interference (Indoor and Outdoor) 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 12.h. Tourism 12.o. Cost-Benefit Analysis
KRICH0001	1.a. Thank You
KROMT0001	1.a. Thank You
KROPE0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KRUKA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.c. Socioeconomic Impacts 12.h. Tourism 12.n. Quality of Life 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
KRUKA0002	1.a. Thank You
KRUTO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
KRUTO0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
KRUTO0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
KRUTO0004	1.a. Thank You 4.q. Potential Hearing Loss
KRUTO0005	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
KRUTO0006	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KRUTO0007	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
KRUTO0008	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
KUCWA0001	1.a. Thank You
KUELA0001	1.a. Thank You 7.i. Deception Pass State Park and Other State Parks 12.h. Tourism
KUELA0002	1.a. Thank You 7.i. Deception Pass State Park and Other State Parks 12.h. Tourism
KUEPE0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances
KUNJO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative
KUNJO0002	1.a. Thank You 5.a. Accident Potential Zones
KUNJO0003	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 3.d. Arrivals and Departures
KUNJO0004	1.a. Thank You 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville
KUNJO0005	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative
KUNJO0006	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 3.j. Flight Simulators 3.k. Flight and Maintenance Noise Reduction 4.t. Noise Mitigation 5.c. Condition of Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 14.c. Pedestrians, Bicycles, and Bus Stops
KUNJO0007	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
KUNJO0008	1.a. Thank You 8.e. Outlying Landing Field Coupeville and Coupeville History
KUNJO0009	1.a. Thank You 4.r. Nonauditory Health Effects 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere
KUNJO0010	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
KUNJO0011	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 3.j. Flight Simulators 3.k. Flight and Maintenance Noise Reduction 4.t. Noise Mitigation 5.c. Condition of Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 14.c. Pedestrians, Bicycles, and Bus Stops
KUNJO0012	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
KUNJO0013	1.a. Thank You
KUNJO0014	1.a. Thank You
KUNJO0015	1.a. Thank You
KUNJO0016	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 3.j. Flight Simulators 3.k. Flight and Maintenance Noise Reduction 4.t. Noise Mitigation 5.c. Condition of Outlying Landing Field Coupeville 8.b. Section 106 Process 14.c. Pedestrians, Bicycles, and Bus Stops
KUNJO0017	1.a. Thank You 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
KUNJO0018	1.a. Thank You
KUNJO0019	1.a. Thank You 2.f. Use of Public Comments 8.e. Outlying Landing Field Coupeville and Coupeville History 12.c. Socioeconomic Impacts
KUNJO0020	1.a. Thank You 2.h. Next Steps
KUNJO0021	1.a. Thank You 2.h. Next Steps
KUNJO0022	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.m. Record of Decision/Preferred Alternative 12.c. Socioeconomic Impacts 12.n. Quality of Life 12.p. Local Differences in Economy
KURCH0001	1.a. Thank You
KURKO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
KXXNA0001	1.a. Thank You 3.d. Arrivals and Departures
LABDC0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LACSU0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.i. Runway Operating Hours and Flight Schedules 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.n. Quality of Life
LACTE0001	1.a. Thank You 3.a. Aircraft Operations 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
LAFCA0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
LAFLI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LANAL0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
LANDE0001	1.a. Thank You 2.a. Purpose and Need 2.e. Public Involvement Process 2.f. Use of Public Comments 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference
LANER0001	1.a. Thank You 4.r. Nonauditory Health Effects
LANMO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LANPA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.c. Military Training Routes 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 6.g. Chaff 7.f. Impacts to Wilderness Areas 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
LANPE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
LANPH0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
LANRI0001	1.a. Thank You 4.p. Sleep Disturbance
LAPMI0001	1.a. Thank You 4.t. Noise Mitigation
LARPA0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.n. Quality of Life
LARSH0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LASBA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.d. Recreation and Wilderness Analysis and Study Area 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
LASDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values
LASDA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LASPO0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LAUBO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life
LAUHE0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
LAUPE0001	1.a. Thank You 1.c. Segmentation and Connected Actions
LAWGE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
LAWGE0002	1.a. Thank You 4.a. General Noise Modeling 12.k. Compensation to Citizens for Private Property
LAWGR0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LAWKR0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
LAWNO0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LAWRO0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
LAZAB0001	1.a. Thank You 4.q. Potential Hearing Loss 7.d. Recreation and Wilderness Analysis and Study Area 7.i. Deception Pass State Park and Other State Parks
LEAAM0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LEAAU0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LEAJ0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LEAKE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LEANA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LEANA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LEANA0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LEANA0004	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 5.a. Accident Potential Zones 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LEASA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
LEASA0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LEAZA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LEBHE0001	1.a. Thank You
LEBME0001	1.a. Thank You 5.d. Environmental Health Risks and Safety Risks to Children 12.n. Quality of Life
LECMI0001	1.a. Thank You
LEDDA0001	1.a. Thank You
LEEED0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
LEEJO0001	1.a. Thank You 6.f. Fuel Dumping 11.d. Per- and Polyfluoroalkyl Substances
LEHJE0001	1.a. Thank You 3.a. Aircraft Operations
LELAS0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LELAS0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 10.m. Impacts to Marine Species and Habitat 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
LEMAN0001	1.a. Thank You 12.h. Tourism
LENSU0001	1.a. Thank You 19.d. Electronic Warfare
LEOMA0001	1.a. Thank You 12.j. Property Values
LEWAJ0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
LEWJA0001	1.a. Thank You 7.g. Ebey’s Landing National Historical Reserve 12.n. Quality of Life
LEWMA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LEWMI0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.b. National Ambient Air Quality Standards Compliance 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
LIDDO0001	1.a. Thank You
LIEJA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
LIJMA0001	1.a. Thank You 12.m. Education Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LIMAU0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
LIMDA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
LINAN0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LINAN0002	1.a. Thank You 1.d. General Project Concerns 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LINAN0003	1.a. Thank You 18.b. Average Carbon Dioxide per Aircraft
LINAN0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
LINAN0005	1.a. Thank You 4.r. Nonauditory Health Effects
LINAN0006	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
LINDE0001	1.a. Thank You 18.a. Climate Change and Greenhouse Gases

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LINIRO001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.a. Regional Land Use and Community Character 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LINIRO002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 12.n. Quality of Life
LINSU0001	1.a. Thank You 4.r. Nonauditory Health Effects
LINTE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 3.f. Field Carrier Landing Practice Operation Totals 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
LITKI0001	1.a. Thank You 7.i. Deception Pass State Park and Other State Parks
LLEDI0001	1.a. Thank You 7.i. Deception Pass State Park and Other State Parks
LLEDI0002	1.a. Thank You 4.q. Potential Hearing Loss
LLEDI0003	1.a. Thank You 4.r. Nonauditory Health Effects
LLEDI0004	1.a. Thank You
LLEDI0005	1.a. Thank You 4.j. Other Reports
LLEDI0006	1.a. Thank You 2.k. Range of Alternatives
LLEDI0007	1.a. Thank You 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LLEDI0008	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
LLEDI0009	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
LLEDI0010	1.a. Thank You 10.1. Bird Migration
LLEDI0011	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
LLEDI0012	1.a. Thank You
LLEMI0001	1.a. Thank You
LLOCO0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 11.d. Per- and Polyfluoroalkyl Substances 12.i. Housing Access and Affordability 12.j. Property Values 12.n. Quality of Life
LLOCO0002	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.c. Socioeconomic Impacts 12.j. Property Values
LLODA0001	1.a. Thank You 1.b. Best Available Science and Data
LLOJE0001	1.a. Thank You 3.i. Runway Operating Hours and Flight Schedules
LLOJE0002	1.a. Thank You 12.j. Property Values 12.k. Compensation to Citizens for Private Property
LLOJU0001	1.a. Thank You 3.a. Aircraft Operations 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey's Landing National Historical Reserve 12.e. Agriculture Analysis

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LOCSU0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
LOCSU0002	1.a. Thank You 2.e. Public Involvement Process 4.m. Supplemental Metrics 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LOFKI0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 11.d. Per- and Polyfluoroalkyl Substances 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
LOGMA0001	1.a. Thank You
LOKCR0001	1.a. Thank You
LOKCR0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
LOKPA0001	1.a. Thank You
LOMJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.j. Property Values
LONST0001	1.a. Thank You
LOOGW0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LOOWI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
LORKA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 12.j. Property Values\
LORKA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated
LORKA0003	1.a. Thank You 1.d. General Project Concerns 2.k. Range of Alternatives
LORKA0004	1.a. Thank You 2.n. Alternatives Considered But Eliminated
LORKA0005	1.a. Thank You 2.k. Range of Alternatives
LORKA0006	1.a. Thank You 2.k. Range of Alternatives 4.q. Potential Hearing Loss 12.k. Compensation to Citizens for Private Property
LORKA0007	1.a. Thank You 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
LORKA0008	1.a. Thank You 2.n. Alternatives Considered But Eliminated
LORKA0009	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss
LOUEL0001	1.a. Thank You 2.k. Range of Alternatives
LOUMA0001	1.a. Thank You 2.a. Purpose and Need 4.r. Nonauditory Health Effects
LOUSH0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LOVBE0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
LOVJA0001	1.a. Thank You
LOVJO0001	1.a. Thank You 12.c. Socioeconomic Impacts 12.n. Quality of Life
LOVKE0001	1.a. Thank You 4.o. Classroom Learning Interference 12.j. Property Values 12.n. Quality of Life
LOVPE0001	1.a. Thank You
LOVPE0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
LOVPE0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
LOVPE0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
LOVPE0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LOVPE0006	1.a. Thank You 4.j. Other Reports
LOVPE0007	1.a. Thank You 4.r. Nonauditory Health Effects
LOVPE0008	1.a. Thank You 4.q. Potential Hearing Loss
LOWBR0001	1.a. Thank You 12.k. Compensation to Citizens for Private Property
LOWJE0001	1.a. Thank You
LOWJO0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.t. Noise Mitigation
LUBST0001	1.a. Thank You 2.a. Purpose and Need 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
LUCGR0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LUDLO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 6.f. Fuel Dumping 7.h. San Juan Islands National Monument 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
LUDST0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
LUEJO0001	1.a. Thank You
LUEJO0002	1.a. Thank You
LUGLA0001	1.a. Thank You 4.o. Classroom Learning Interference 7.j. Impacts on Outdoor Sports

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LUGLA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LUKAN0001	1.a. Thank You 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
LUKST0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LULMA0001	1.a. Thank You 3.a. Aircraft Operations

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LUNMR0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
LUXGR0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 8.g. Mapping and location of Ebey’s Landing National Historical Reserve and Central Whidbey Island Historic District 14.a. Transportation Impacts 14.b. Vehicle Collisions and Safety 14.c. Pedestrians, Bicycles, and Bus Stops 15.b. Potable Water and Wastewater Capacity 15.d. Septic 19.a. Scope of Cumulative Analysis
LUXGR0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 8.g. Mapping and location of Ebey’s Landing National Historical Reserve and Central Whidbey Island Historic District 14.a. Transportation Impacts 14.b. Vehicle Collisions and Safety 14.c. Pedestrians, Bicycles, and Bus Stops 15.b. Potable Water and Wastewater Capacity 15.d. Septic
LYKMA0001	1.a. Thank You 2.e. Public Involvement Process

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LYKMA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 12.j. Property Values
LYNJU0001	1.a. Thank You 5.a. Accident Potential Zones
LYNJU0002	1.a. Thank You
LYNJU0003	1.a. Thank You 2.k. Range of Alternatives
LYNJU0004	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
LYNJU0005	1.a. Thank You 4.o. Classroom Learning Interference 7.j. Impacts on Outdoor Sports
LYNJU0006	1.a. Thank You 12.e. Agriculture Analysis
LYNJU0007	1.a. Thank You 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
LYNJU0008	1.a. Thank You 12.h. Tourism
LYNJU0009	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
LYNKE0001	1.a. Thank You 2.e. Public Involvement Process
LYNVE0001	1.a. Thank You 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
LYOJU0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 4.t. Noise Mitigation
LYOJU0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act
MAAGL0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones
MACBR0001	1.a. Thank You
MACBR0002	1.a. Thank You
MACDE0001	1.a. Thank You
MACDE0002	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MACDI0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
MACDO0001	1.a. Thank You 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.t. Noise Mitigation
MACDO0002	1.a. Thank You 3.a. Aircraft Operations 4.t. Noise Mitigation
MACDO0003	1.a. Thank You 3.a. Aircraft Operations 4.t. Noise Mitigation
MACDO0004	1.a. Thank You 3.a. Aircraft Operations

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MACGA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 1.d. General Project Concerns 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
MACKA0001	1.a. Thank You 4.t. Noise Mitigation
MACKA0002	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.t. Noise Mitigation 12.n. Quality of Life
MACLE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
MACLE0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
MACSA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
MADJA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MADJO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
MADSA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
MADSA0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
MADSA0003	1.a. Thank You 4.j. Other Reports
MADSA0004	1.a. Thank You 4.j. Other Reports
MADSA0005	1.a. Thank You 4.r. Nonauditory Health Effects
MADSA0006	1.a. Thank You 4.q. Potential Hearing Loss
MADTI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
MADTR0001	1.a. Thank You 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MAGLA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.l. Points of Interest 4.t. Noise Mitigation 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MAGMA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MAGMA0002	1.a. Thank You 2.l. No Action Alternative 4.d. Day-Night Average Sound Level Metric 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area
MAHDA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.a. General Noise Modeling
MAICA0001	1.a. Thank You 4.l. Points of Interest 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
MAJU0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 12.n. Quality of Life
MALJI0001	1.a. Thank You 12.m. Education Impacts
MALJI0002	1.a. Thank You 12.c. Socioeconomic Impacts
MALKA0001	1.a. Thank You
MANCH0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
MANER0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
MANER0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
MANKR0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MANMA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
MANRO0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MANSA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.q. Potential Hearing Loss
MARAU0001	1.a. Thank You 3.a. Aircraft Operations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
MARBE0001	1.a. Thank You
MARDE0001	1.a. Thank You 2.j. Costs of the Proposed Action

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MARDI0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
MARER0001	1.a. Thank You
MARGI0001	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
MARJA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MARJA0002	1.a. Thank You
MARJA0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MARJA0004	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 19.b. Revised Cumulative Impacts Analysis
MARJA0005	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 19.b. Revised Cumulative Impacts Analysis
MARJO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MARKK0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
MARLA0001	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 12.h. Tourism
MARLA0002	1.a. Thank You 4.r. Nonauditory Health Effects
MARLA0003	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy
MARLA0004	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 11.d. Per- and Polyfluoroalkyl Substances 19.d. Electronic Warfare
MARLA0005	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.h. Next Steps 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MARLA0006	1.a. Thank You 1.c. Segmentation and Connected Actions 2.i. Proposed Action 4.f. Noise Measurements/Modeling/On-Site Validation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MARLA0007	1.a. Thank You 1.c. Segmentation and Connected Actions 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.g. Cumulative Impacts of Noise
MARLA0008	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.e. Day-Night Average Sound Level Contours and Noise 4.m. Supplemental Metrics 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 12.k. Compensation to Citizens for Private Property
MARLA0009	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
MARLA0010	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy
MARLI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MARME0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
MARTA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.c. Socioeconomic Impacts 18.a. Climate Change and Greenhouse Gases 19.d. Electronic Warfare
MARTE0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MARTE0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
MASCH0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MASDO0001	1.a. Thank You 4.t. Noise Mitigation 12.n. Quality of Life
MASDO0002	1.a. Thank You 2.k. Range of Alternatives 3.j. Flight Simulators
MASUR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.r. Nonauditory Health Effects
MASUR0002	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
MASUR0003	1.a. Thank You 4.q. Potential Hearing Loss 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MASUR0004	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.f. Use of Public Comments 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.q. Potential Hearing Loss 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
MATAN0001	1.a. Thank You 1.c. Segmentation and Connected Actions 1.d. General Project Concerns 2.d. Program of Record for Buying Growler Aircraft 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MATAN0002	1.a. Thank You
MATCA0001	1.a. Thank You 10.a. Biological Resources Study Area 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft
MATHE0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 4.q. Potential Hearing Loss
MATLA0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MATLA0002	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
MATMA0001	1.a. Thank You 4.a. General Noise Modeling 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MATMA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.a. Groundwater 11.b. Floodplains and Wetlands 11.c. Marine Waters and Sediment 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
MATSU0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
MATVI0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)
MAUJA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 12.n. Quality of Life
MAYCH0001	1.a. Thank You 3.f. Field Carrier Landing Practice Operation Totals
MAYCH0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling
MAYCH0003	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss
MAYCH0004	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss
MAZDO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCASC0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
MCBLA0001	1.a. Thank You 2.e. Public Involvement Process
MCCBO0001	1.a. Thank You 2.a. Purpose and Need 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MCCCL0001	1.a. Thank You 12.n. Quality of Life
MCCGA0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance
MCCGE0001	1.a. Thank You 1.d. General Project Concerns 2.m. Record of Decision/Preferred Alternative 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
MCCKE0001	1.a. Thank You 4.r. Nonauditory Health Effects
MCCKE0002	1.a. Thank You 4.q. Potential Hearing Loss
MCCKE0003	1.a. Thank You 7.c. Noise Disclosure
MCCKE0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
MCCKE0005	1.a. Thank You 13.a. Environmental Justice Impacts
MCCKE0006	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
MCCKE0007	1.a. Thank You 4.r. Nonauditory Health Effects
MCCKE0008	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
MCCKE0009	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCCKE0010	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
MCCKE0011	1.a. Thank You 4.j. Other Reports
MCCLA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 7.c. Noise Disclosure
MCCMI0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
MCCNA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.n. Quality of Life
MCCRA0001	1.a. Thank You
MCCRA0002	1.a. Thank You
MCCSU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
MCDAM0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCDDA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
MCDEL0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 12.j. Property Values
MCDGA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCDJA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCDMA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCDMA0002	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
MCDMA0003	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
MCDMA0004	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 7.d. Recreation and Wilderness Analysis and Study Area 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MCDMA0005	1.a. Thank You 1.d. General Project Concerns

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCDSU0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MCDWI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCEMI0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
MCEMI0002	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
MCESA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
MCFTH0001	1.a. Thank You
MCGCA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
MCGFI0001	1.a. Thank You 4.t. Noise Mitigation 12.k. Compensation to Citizens for Private Property
MCGJE0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCGJE0002	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
MCGJE0003	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
MCGJE0004	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
MCGJE0005	1.a. Thank You 4.q. Potential Hearing Loss
MCGJE0006	1.a. Thank You 4.r. Nonauditory Health Effects
MCGJE0007	1.a. Thank You 13.a. Environmental Justice Impacts
MCGJE0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
MCGJE0009	1.a. Thank You 7.c. Noise Disclosure
MCGJE0010	1.a. Thank You 4.q. Potential Hearing Loss
MCGJE0011	1.a. Thank You 4.r. Nonauditory Health Effects
MCGJE0012	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
MCGMI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
MCGMI0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
MCIBR0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.a. Regional Land Use and Community Character 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
MCKAN0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
MCKAN0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
MCKAN0003	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
MCKAN0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
MCKAN0005	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
MCKCR0001	1.a. Thank You
MCKEV0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCKGR0001	1.a. Thank You 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 7.d. Recreation and Wilderness Analysis and Study Area 12.j. Property Values 12.n. Quality of Life
MCKLI0001	1.a. Thank You 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.n. Speech Interference (Indoor and Outdoor) 12.n. Quality of Life
MCKLI0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
MCKLI0003	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
MCKMA0001	1.a. Thank You 4.t. Noise Mitigation
MCLJE0001	1.a. Thank You 4.r. Nonauditory Health Effects
MCMBR0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.r. Nonauditory Health Effects
MCMBR0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
MCMBR0003	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.c. Wildlife Sensory Disturbance and Habituation
MCMJO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
MCMJO0002	1.a. Thank You
MCMLE0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 11.d. Per- and Polyfluoroalkyl Substances
MCMNA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.f. Endangered Species Impact Analysis Adequacy 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MCMPA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MCNMA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.b. National Ambient Air Quality Standards Compliance 7.d. Recreation and Wilderness Analysis and Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MCNMA0002	1.a. Thank You
MCQTE0001	1.a. Thank You 2.a. Purpose and Need
MCVDO0001	1.a. Thank You
MCWBO0001	1.a. Thank You 19.d. Electronic Warfare
MEAN0001	1.a. Thank You
MEAEL0001	1.a. Thank You 12.h. Tourism 12.p. Local Differences in Economy
MEAEL0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.n. Quality of Life 12.p. Local Differences in Economy
MEDRO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MEDRO0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated
MEDRO0003	1.a. Thank You 1.d. General Project Concerns
MEEMIO001	1.a. Thank You
MEHVA0001	1.a. Thank You 6.b. National Ambient Air Quality Standards Compliance 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 17.a. Hazardous Materials and Waste Impacts
MELAL0001	1.a. Thank You
MELAL0002	1.a. Thank You
MELJO0001	1.a. Thank You
MELRO0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 12.b. Invisible Costs
MERAL0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MERCH0001	1.a. Thank You 2.l. No Action Alternative
MERJO0001	1.a. Thank You 2.e. Public Involvement Process 3.c. Military Training Routes 4.l. Points of Interest 4.p. Sleep Disturbance 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MERPA0001	1.a. Thank You 2.k. Range of Alternatives 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.t. Noise Mitigation
MERST0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 12.j. Property Values 12.k. Compensation to Citizens for Private Property
MERST0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 12.j. Property Values 12.k. Compensation to Citizens for Private Property

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MESLI0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.f. Noise Measurements/Modeling/On-Site Validation 11.d. Per- and Polyfluoroalkyl Substances
METGR0001	1.a. Thank You 2.a. Purpose and Need 2.e. Public Involvement Process 2.f. Use of Public Comments
METRO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
METSH0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MEYJO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
MEYJO0002	1.a. Thank You 4.q. Potential Hearing Loss 12.c. Socioeconomic Impacts 12.h. Tourism
MEYJU0001	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation 12.j. Property Values 12.n. Quality of Life
MEYJU0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MEYKE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
MICLI0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.t. Noise Mitigation 12.n. Quality of Life
MICSE0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
MICWE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
MIEWI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
MIHTE0001	1.a. Thank You
MILAN0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.b. National Ambient Air Quality Standards Compliance 19.d. Electronic Warfare
MILBE0001	1.a. Thank You
MILCL0001	1.a. Thank You 7.c. Noise Disclosure
MILCO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 6.b. National Ambient Air Quality Standards Compliance 11.d. Per- and Polyfluoroalkyl Substances
MILDE0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MILDO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
MILEL0001	1.a. Thank You 2.f. Use of Public Comments 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.j. Property Values 12.n. Quality of Life
MILEL0002	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MILGE0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MILKA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MILMA0001	1.a. Thank You 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MILMA0002	1.a. Thank You
MILMI0001	1.a. Thank You
MILNA0001	1.a. Thank You
MILPA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 12.j. Property Values
MILRH0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.l. Community Service Impacts 12.m. Education Impacts
MILRH0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
MILRH0003	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.l. Community Service Impacts 12.m. Education Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MILRH0004	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered but Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.c. Socioeconomic Impacts 12.j. Property Values
MILRO0001	1.a. Thank You 4.t. Noise Mitigation
MILSA0001	1.a. Thank You 3.a. Aircraft Operations
MIRDA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 12.c. Socioeconomic Impacts
MIRDA0002	1.a. Thank You 2.l. No Action Alternative 4.a. General Noise Modeling 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 12.j. Property Values
MIRDA0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
MIRDA0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
MIRDA0005	1.a. Thank You 4.j. Other Reports
MIRDA0006	1.a. Thank You 4.r. Nonauditory Health Effects
MIRDA0007	1.a. Thank You 4.q. Potential Hearing Loss
MIRDA0008	1.a. Thank You 7.c. Noise Disclosure
MIRDA0009	1.a. Thank You 7.c. Noise Disclosure
MIRDA0010	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
MIRDA0011	1.a. Thank You 13.a. Environmental Justice Impacts
MIRDA0012	1.a. Thank You 13.a. Environmental Justice Impacts
MIRDA0013	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MIRDA0014	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
MIRDA0015	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
MIRDA0016	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
MIRDA0017	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
MIRDA0018	1.a. Thank You 4.q. Potential Hearing Loss
MIRDA0019	1.a. Thank You 4.q. Potential Hearing Loss
MIRDA0020	1.a. Thank You 4.r. Nonauditory Health Effects
MITHE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.e. Field Carrier Landing Practice Patterns 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 6.f. Fuel Dumping 7.h. San Juan Islands National Monument
MITWA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.a. Groundwater 11.b. Floodplains and Wetlands 11.c. Marine Waters and Sediment 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
MLENO0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MOEKR0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
MOFCY0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft
MOFHE0001	1.a. Thank You 4.p. Sleep Disturbance
MOFMA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MOHSH0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
MOHSH0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
MOLDA0001	1.a. Thank You 2.e. Public Involvement Process 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative
MOLDA0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MOLDA0003	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 2.n. Alternatives Considered But Eliminated 10.a. Biological Resources Study Area
MOLRA0001	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 7.d. Recreation and Wilderness Analysis and Study Area 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MONCL0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
MONMI0001	1.a. Thank You 7.c. Noise Disclosure
MONMI0002	1.a. Thank You
MONMI0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated
MONMI0004	1.a. Thank You 5.a. Accident Potential Zones

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MOOCL0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
MOOMI0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
MOOMI0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances
MOORI0001	1.a. Thank You 12.n. Quality of Life 4.t. Noise Mitigation
MOOSU0001	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life 12.p. Local Differences in Economy
MOOSU0002	1.a. Thank You 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
MOOSU0003	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life 12.p. Local Differences in Economy
MOOWI0001	1.a. Thank You
MORDA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MORDA0002	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
MORJE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.l. No Action Alternative 4.d. Day-Night Average Sound Level Metric 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat
MORJE0002	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 12.f. Economic Hardship and Impacts 12.k. Compensation to Citizens for Private Property
MORJE0003	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 12.f. Economic Hardship and Impacts 12.k. Compensation to Citizens for Private Property
MORJE0004	1.a. Thank You 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.q. Potential Hearing Loss
MORJO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 12.c. Socioeconomic Impacts 12.j. Property Values
MORJO0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
MORJO0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
MORJO0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
MORJO0005	1.a. Thank You 4.j. Other Reports
MORJO0006	1.a. Thank You 4.r. Nonauditory Health Effects
MORJO0007	1.a. Thank You 4.q. Potential Hearing Loss
MORJO0008	1.a. Thank You 7.c. Noise Disclosure
MORJO0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
MORJO0010	1.a. Thank You 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MORJO0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
MORJO0012	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
MORJO0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
MORJO0014	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
MORJO0015	1.a. Thank You 4.q. Potential Hearing Loss
MORJO0016	1.a. Thank You 4.r. Nonauditory Health Effects
MORLA0001	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances
MORLA0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 12.j. Property Values 12.k. Compensation to Citizens for Private Property 13.a. Environmental Justice Impacts
MORLA0003	1.a. Thank You 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
MORLA0004	1.a. Thank You 12.i. Housing Access and Affordability 13.a. Environmental Justice Impacts
MORLA0005	1.a. Thank You 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.g. Mapping and location of Ebey’s Landing National Historical Reserve and Central Whidbey Island Historic District 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MORMA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
MORMA0002	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
MORMA0003	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
MORMI0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 4.f. Noise Measurements/Modeling/On-Site Validation 12.h. Tourism 17.a. Hazardous Materials and Waste Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MORNA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MOSJO0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
MOUKA0001	1.a. Thank You 7.g. Ebey’s Landing National Historical Reserve 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
MOUKA0002	1.a. Thank You 5.a. Accident Potential Zones
MOUKA0003	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis
MOUKA0004	1.a. Thank You 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
MOUKA0005	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives
MOUKA0006	1.a. Thank You 2.k. Range of Alternatives

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MOUKA0007	1.a. Thank You 7.i. Deception Pass State Park and Other State Parks 12.h. Tourism
MOWAM0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 19.d. Electronic Warfare
MOWAM0002	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 19.d. Electronic Warfare
MOWFA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
MOWKE0001	1.a. Thank You 7.c. Noise Disclosure 14.d. Bridges and Ferries 15.a. Infrastructure

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MUCSU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
MUELA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life
MUELO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MUIGU0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
MUIGU0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
MULBA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
MULCA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
MULMA0001	1.a. Thank You 12.h. Tourism
MUNBA0001	1.a. Thank You 12.j. Property Values 19.d. Electronic Warfare
MUNCO0001	1.a. Thank You 2.g. Agency Participation 14.b. Vehicle Collisions and Safety
MUNDE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MUNDE0002	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
MUNGA0001	1.a. Thank You 4.t. Noise Mitigation 7.c. Noise Disclosure
MUNKE0001	1.a. Thank You
MUNLA0001	1.a. Thank You
MURAN0001	1.a. Thank You 10.m. Impacts to Marine Species and Habitat

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MURJA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
MURJE0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
MURJE0002	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.d. Electronic Warfare
MURKE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MURRO0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
MUSMA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
MUSMA0002	1.a. Thank You
MXXKX0001	1.a. Thank You
MXXMI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 7.a. Regional Land Use and Community Character 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MYEJO0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.d. Recreation and Wilderness Analysis and Study Area 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
MYEJO0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.d. Recreation and Wilderness Analysis and Study Area 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
MYEKA0001	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.e. Day-Night Average Sound Level Contours and Noise 4.n. Speech Interference (Indoor and Outdoor)

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
MYESU0001	1.a. Thank You 10.b. Biological Resources Impacts 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.m. Impacts to Marine Species and Habitat 12.i. Housing Access and Affordability 12.n. Quality of Life
MYRMI0001	1.a. Thank You
NACMA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.h. Next Steps 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 14.a. Transportation Impacts
NACMA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts
NAGHE0001	1.a. Thank You
NEBFR0001	1.a. Thank You 3.a. Aircraft Operations 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.t. Noise Mitigation
NEIBU0001	1.a. Thank You 4.q. Potential Hearing Loss
NEIBU0002	1.a. Thank You 4.q. Potential Hearing Loss
NEIBU0003	1.a. Thank You 4.r. Nonauditory Health Effects
NEIBU0004	1.a. Thank You
NEIBU0005	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
NEIBU0006	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
NEIBU0007	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
NEIBU0008	1.a. Thank You 4.j. Other Reports

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NEIBU0009	1.a. Thank You 4.r. Nonauditory Health Effects
NEIBU0010	1.a. Thank You 4.q. Potential Hearing Loss
NEIBU0011	1.a. Thank You 7.c. Noise Disclosure
NEIBU0012	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
NEIBU0013	1.a. Thank You 13.a. Environmental Justice Impacts
NEIBU0014	1.a. Thank You 13.a. Environmental Justice Impacts
NEIBU0015	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
NEIBU0016	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
NEIBU0017	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
NEIBU0018	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
NEIBU0019	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
NELAL0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
NELCA0001	1.a. Thank You 6.b. National Ambient Air Quality Standards Compliance 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
NELJO0001	1.a. Thank You 4.l. Points of Interest 4.o. Classroom Learning Interference
NELKA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
NELKE0001	1.a. Thank You 2.e. Public Involvement Process 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
NELRO0001	1.a. Thank You
NELTE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
NEWBO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
NEWBO0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.l. No Action Alternative 4.f. Noise Measurements/Modeling/On-Site Validation 6.b. National Ambient Air Quality Standards Compliance 12.e. Agriculture Analysis
NEWCO0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
NEWER0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
NEWGA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
NEWGA0002	1.a. Thank You 2.l. No Action Alternative 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.b. National Ambient Air Quality Standards Compliance
NEWPA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
NEWRA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.d. Program of Record for Buying Growler Aircraft
NEWRA0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
NEWRA0003	1.a. Thank You 19.d. Electronic Warfare
NEWRA0004	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
NEWRA0005	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
NEWRA0006	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest
NEWRA0007	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft
NEWRA0008	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
NEWRA0009	1.a. Thank You 4.l. Points of Interest
NEWRO0001	1.a. Thank You 12.n. Quality of Life
NICBO0001	1.a. Thank You 4.k. Comparison of the Prowler to the Growler
NICJX0001	1.a. Thank You 9.a. Consideration of Tribes 19.d. Electronic Warfare
NICRO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
NICSO0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
NICSU0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 7.d. Recreation and Wilderness Analysis and Study Area 12.n. Quality of Life
NIECO0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
NIEDA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts
NIEDA0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
NIVSU0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
NOABR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
NOAMA0001	1.a. Thank You 3.a. Aircraft Operations 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.t. Noise Mitigation
NOBEK0001	1.a. Thank You 2.a. Socioeconomic Study Area 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.c. Compliance with the National Environmental Policy Act 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
NOLKA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
NOLKA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
NOLKA0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
NOLKA0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
NOLKA0005	1.a. Thank You 4.r. Nonauditory Health Effects
NOLKA0006	1.a. Thank You 4.q. Potential Hearing Loss
NOLKA0007	1.a. Thank You 13.a. Environmental Justice Impacts
NOLKA0008	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
NOLKA0009	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
NOLKA0010	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
NOLKA0011	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
NOLKA0012	1.a. Thank You 4.q. Potential Hearing Loss
NOLKA0013	1.a. Thank You 4.r. Nonauditory Health Effects
NOOPA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.t. Noise Mitigation 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 10.f. Endangered Species Impact Analysis Adequacy 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
NOOPA0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.t. Noise Mitigation 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 10.f. Endangered Species Impact Analysis Adequacy 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
NORAR0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 11.d. Per- and Polyfluoroalkyl Substances
NORMI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
NORSO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 6.f. Fuel Dumping 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
NORWA0001	1.a. Thank You 3.d. Arrivals and Departures 3.h. Runway Usage, Flight Tracks, and Altitudes
NYBMA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
OAKRI0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts
OBERO0001	1.a. Thank You
OBRPA0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
OBRSH0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
OBRSH0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.e. Field Carrier Landing Practice Patterns 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.n. Quality of Life
OCOMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 12.h. Tourism 12.n. Quality of Life
OCOMA0002	1.a. Thank You 2.k. Range of Alternatives 4.o. Classroom Learning Interference 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 12.c. Socioeconomic Impacts 12.h. Tourism
ODADI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
OGRAL0001	1.a. Thank You 4.o. Classroom Learning Interference 12.m. Education Impacts
OGRAL0002	1.a. Thank You 4.r. Nonauditory Health Effects 12.n. Quality of Life
OGRAL0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
OGRAL0004	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
OGRAL0005	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
OGRAL0006	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
OGRAL0007	1.a. Thank You 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
OHECA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
OHECA0002	1.a. Thank You 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests
OHECA0003	1.a. Thank You 4.a. General Noise Modeling 4.r. Nonauditory Health Effects 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 13.a. Environmental Justice Impacts 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals
OLCLY0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
OLDJO0001	1.a. Thank You
OLIDE0001	1.a. Thank You
OLIDE0002	1.a. Thank You
OLIJE0001	1.a. Thank You
OLIJI0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life
OLMJE0001	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat
OLSCI0001	1.a. Thank You 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
OLSCO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
OLSDA0001	1.a. Thank You 12.j. Property Values
OLSDA0002	1.a. Thank You 4.a. General Noise Modeling
OLSDA0003	1.a. Thank You 2.k. Range of Alternatives
OLSDA0004	1.a. Thank You 2.k. Range of Alternatives
OLSDA0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
OLSDA0006	1.a. Thank You 4.r. Nonauditory Health Effects
OLSDA0007	1.a. Thank You 4.q. Potential Hearing Loss
OLSDA0008	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
OLSDA0009	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
OLSDA0010	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
OLSDA0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
OLSDA0012	1.a. Thank You 13.a. Environmental Justice Impacts
OLSDA0013	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
OLSDA0014	1.a. Thank You 7.c. Noise Disclosure
OLSDA0015	1.a. Thank You 4.q. Potential Hearing Loss

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
OLSDA0016	1.a. Thank You 4.r. Nonauditory Health Effects
OLSDA0017	1.a. Thank You 4.j. Other Reports
OLSDA0018	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
OLSDA0019	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
OLSDA0020	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
OLSLI0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports 12.h. Tourism
OLSMA0001	1.a. Thank You
OLSMA0002	1.a. Thank You 2.l. No Action Alternative 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.d. Environmental Health Risks and Safety Risks to Children
OLSMA0003	1.a. Thank You 5.a. Accident Potential Zones 12.e. Agriculture Analysis
OLSMA0004	1.a. Thank You 12.i. Housing Access and Affordability 12.m. Education Impacts
OLSMA0005	1.a. Thank You 4.l. Points of Interest
OLSRC0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
OLSVE0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.n. Alternatives Considered But Eliminated 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
OLSVE0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
OLSVE0003	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
OLTRI0001	1.a. Thank You 4.r. Nonauditory Health Effects
OLTRI0002	1.a. Thank You 4.r. Nonauditory Health Effects
OLVAR0001	1.a. Thank You 1.b. Best Available Science and Data 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
OPFBI0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ORCST0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 6.f. Fuel Dumping 7.h. San Juan Islands National Monument
ORMIN0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance
OROSH0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
OROSH0002	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
OROSH0003	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
OROSH0004	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
OROSH0005	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
OROSH0006	1.a. Thank You 13.a. Environmental Justice Impacts
OROSH0007	1.a. Thank You 4.q. Potential Hearing Loss
OROSH0008	1.a. Thank You 7.c. Noise Disclosure
OROSH0009	1.a. Thank You 4.q. Potential Hearing Loss
OROSH0010	1.a. Thank You 4.r. Nonauditory Health Effects
OROSH0011	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
OROSH0012	1.a. Thank You 4.j. Other Reports
OROSH0013	1.a. Thank You 4.r. Nonauditory Health Effects
OROSH0014	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
OROSH0015	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
ORRRO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
ORRRO0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 12.n. Quality of Life
ORRTA0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ORRTA0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
ORTDO0001	1.a. Thank You
OSHEL0001	1.a. Thank You
OSTKY0001	1.a. Thank You
OSTME0001	1.a. Thank You 4.r. Nonauditory Health Effects
OSTST0001	1.a. Thank You
OTTAN0001	1.a. Thank You
OWEGA0001	1.a. Thank You 10.c. Wildlife Sensory Disturbance and Habituation
OWEGA0002	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
OWEGA0003	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
OWEJO0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
PACDA0001	1.a. Thank You 4.t. Noise Mitigation
PAGJE0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
PALNI0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PALNI0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 19.b. Revised Cumulative Impacts Analysis
PALVI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 10.m. Impacts to Marine Species and Habitat 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
PALYV0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered but Eliminated 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values
PAPRO0001	1.a. Thank You 4.l. Points of Interest 4.m. Supplemental Metrics 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
PAPRO0002	1.a. Thank You
PAPWI0001	1.a. Thank You
PAPWI0002	1.a. Thank You

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PARGA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.d. Arrivals and Departures 3.f. Field Carrier Landing Practice Operation Totals 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.l. Points of Interest 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 15.b. Potable Water and Wastewater Capacity 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 17.a. Hazardous Materials and Waste Impacts 19.b. Revised Cumulative Impacts Analysis
PARGA0002	1.a. Thank You 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
PARGA0003	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
PARGA0004	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
PARGA0005	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.e. Field Carrier Landing Practice Patterns 12.j. Property Values 12.k. Compensation to Citizens for Private Property
PARGA0006	1.a. Thank You 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PARJU0001	1.a. Thank You 1.b. Best Available Science and Data 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
PARJU0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
PARLA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
PARLY0001	1.a. Thank You 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PARMA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.i. Runway Operating Hours and Flight Schedules 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.i. Other Noise Metrics Not Currently in Analysis 4.j. Other Reports 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.a. Regional Land Use and Community Character 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 13.a. Environmental Justice Impacts 15.b. Potable Water and Wastewater Capacity 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 17.a. Hazardous Materials and Waste Impacts
PARMI0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
PARRO0001	1.a. Thank You 7.a. Regional Land Use and Community Character
PARRO0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PASCI0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation
PASKI0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
PASKI0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
PATPA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
PATRO0001	1.a. Thank You
PAUED0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
PAUED0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
PAUKR0001	1.a. Thank You 12.c. Socioeconomic Impacts 12.j. Property Values
PAUMI0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PAURI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
PAURI0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
PEAFR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation
PEAFR0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation
PEALI0001	1.a. Thank You 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
PEAMA0001	1.a. Thank You 12.h. Tourism
PEAMA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
PEANA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.t. Noise Mitigation
PEARA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PECRE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 4.f. Noise Measurements/Modeling/On-Site Validation 4.n. Speech Interference (Indoor and Outdoor) 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area
PEDJA0001	1.a. Thank You 1.d. General Project Concerns 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.f. Use of Public Comments 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 10.b. Biological Resources Impacts 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.m. Impacts to Marine Species and Habitat 14.a. Transportation Impacts 15.a. Infrastructure 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.d. Electronic Warfare
PEDNO0001	1.a. Thank You
PEERO0001	1.a. Thank You 2.k. Range of Alternatives 3.a. Aircraft Operations 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PEKLU0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
PELCL0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.e. Field Carrier Landing Practice Patterns 3.h. Runway Usage, Flight Tracks, and Altitudes
PELRO0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PENSU0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
PERDA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
PERJE0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
PERLA0001	1.a. Thank You
PERLA0002	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 5.a. Accident Potential Zones 7.e. Impacts to Recreation from Noise/Operations 7.g. Ebey’s Landing National Historical Reserve 7.i. Deception Pass State Park and Other State Parks 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
PERRG0001	1.a. Thank You 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PERSH0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 9.a. Consideration of Tribes 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
PESCX0001	1.a. Thank You 11.a. Groundwater 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
PETBR0001	1.a. Thank You 2.e. Public Involvement Process 2.m. Record of Decision/Preferred Alternative
PETBR0002	1.a. Thank You 4.l. Points of Interest 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 12.l. Community Service Impacts
PETBR0003	1.a. Thank You 2.l. No Action Alternative 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 12.o. Cost-Benefit Analysis
PETBR0004	1.a. Thank You 12.a. Socioeconomic Study Area 12.d. Population Impacts
PETBR0005	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
PETBR0006	1.a. Thank You 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 12.c. Socioeconomic Impacts 12.h. Tourism
PETBR0007	1.a. Thank You 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 12.h. Tourism
PETBR0008	1.a. Thank You 12.j. Property Values
PETBR0009	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.m. Education Impacts
PETBR0010	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated
PETBR0011	1.a. Thank You 12.n. Quality of Life 12.o. Cost-Benefit Analysis

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PETBR0012	1.a. Thank You 6.f. Fuel Dumping 12.e. Agriculture Analysis
PETCA0001	1.a. Thank You 12.c. Socioeconomic Impacts 12.h. Tourism 12.n. Quality of Life
PETJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
PETJO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PETJO002	1.a. Thank You 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life
PETLI0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
PETLI0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
PETLI0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
PETLI0004	1.a. Thank You 4.j. Other Reports
PETLI0005	1.a. Thank You 4.q. Potential Hearing Loss
PETLI0006	1.a. Thank You 4.r. Nonauditory Health Effects
PETLI0007	1.a. Thank You 7.c. Noise Disclosure
PETLI0008	1.a. Thank You 13.a. Environmental Justice Impacts
PETLI0009	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PETLY0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.d. Arrivals and Departures 4.l. Points of Interest 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 6.f. Fuel Dumping 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
PETMA0001	1.a. Thank You
PETMA0002	1.a. Thank You 2.a. Purpose and Need
PETMA0003	1.a. Thank You 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PETMI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
PETMO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PETOL0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PETPA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.c. Military Training Routes 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 6.g. Chaff 7.f. Impacts to Wilderness Areas 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
PETTH0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
PETTY0001	1.a. Thank You 4.o. Classroom Learning Interference 12.m. Education Impacts
PFAMA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PFASA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
PHIBA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
PHIW10001	1.a. Thank You 2.j. Costs of the Proposed Action

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PIADI0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
PIAGA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PIAGA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.h. Species-Specific Discussions 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
PIAGA0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
PIAGA0004	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.d. Environmental Health Risks and Safety Risks to Children
PIAGA0005	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PICCL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 7.g. Ebey’s Landing National Historical Reserve 12.c. Socioeconomic Impacts 12.h. Tourism
PICJA0001	1.a. Thank You 4.o. Classroom Learning Interference 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values
PICJA0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments
PICJA0003	1.a. Thank You 2.k. Range of Alternatives 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism
PICJA0004	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 5.a. Accident Potential Zones 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
PICJA0005	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps
PICJA0006	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PICJA0007	1.a. Thank You 2.a. Purpose and Need 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
PICMA0001	1.a. Thank You
PICMU0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
PIEKA0001	1.a. Thank You 4.r. Nonauditory Health Effects
PIEKA0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.j. Other Reports

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PIER0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
PIET0001	1.a. Thank You
PIHER0001	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area
PINET0001	1.a. Thank You 3.d. Arrivals and Departures 4.d. Day-Night Average Sound Level Metric 4.r. Nonauditory Health Effects 12.j. Property Values
PINLI0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
PINLU0001	1.a. Thank You 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PINSC0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
PIPHE0001	1.a. Thank You 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
PIRPA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
PIZPH0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation
PIZPH0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PLAAL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.i. Other Noise Metrics Not Currently in Analysis 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
PLASY0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 6.f. Fuel Dumping 7.e. Impacts to Recreation from Noise/Operations 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.j. Plants 10.l. Bird Migration 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PLASY0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 6.f. Fuel Dumping 7.e. Impacts to Recreation from Noise/Operations 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.j. Plants 10.l. Bird Migration 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals 19.d. Electronic Warfare
PLICH0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
POHJO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
POHJO002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 10.m. Impacts to Marine Species and Habitat 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 18.a. Climate Change and Greenhouse Gases
POHKC0001	1.a. Thank You
POHWI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
POPAN0001	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
POPAN0002	1.a. Thank You 12.i. Housing Access and Affordability
POPAN0003	1.a. Thank You 12.h. Tourism
POPAN0004	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
POPAN0005	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
POPAN0006	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.r. Nonauditory Health Effects
POPAN0007	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.j. Property Values
PORBR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
PORBR0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
PORBR0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
PORBR0004	1.a. Thank You 4.j. Other Reports
PORBR0005	1.a. Thank You 4.r. Nonauditory Health Effects
PORBR0006	1.a. Thank You 4.q. Potential Hearing Loss

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PORBR0007	1.a. Thank You 7.c. Noise Disclosure
PORBR0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
PORBR0009	1.a. Thank You 13.a. Environmental Justice Impacts
PORBR0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
PORBR0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
PORBR0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
PORBR0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
PORBR0014	1.a. Thank You 4.q. Potential Hearing Loss
PORBR0015	1.a. Thank You 4.r. Nonauditory Health Effects
PORJA0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 14.a. Transportation Impacts
POSFR0001	1.a. Thank You
POSKA0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
POWBA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 18.a. Climate Change and Greenhouse Gases 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
POWBI0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
POWJA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
POWLA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.i. Deception Pass State Park and Other State Parks 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy
POWLA0002	1.a. Thank You 3.c. Military Training Routes 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
POWLA0003	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.i. Deception Pass State Park and Other State Parks 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.l. Community Service Impacts 12.m. Education Impacts 12.p. Local Differences in Economy 14.a. Transportation Impacts
POWLA0004	1.a. Thank You 3.d. Arrivals and Departures 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.d. Recreation and Wilderness Analysis and Study Area 12.i. Housing Access and Affordability 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life
POWLA0005	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.i. Deception Pass State Park and Other State Parks 12.b. Invisible Costs 12.h. Tourism 12.i. Housing Access and Affordability 12.m. Education Impacts 12.p. Local Differences in Economy 14.a. Transportation Impacts
POWLA0006	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 14.d. Bridges and Ferries
POWLE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.t. Noise Mitigation 6.f. Fuel Dumping
POWLE0002	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 3.j. Flight Simulators 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.c. Noise Disclosure

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
POWLE0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
POWLE0004	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.d. Recreation and Wilderness Analysis and Study Area 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.m. Education Impacts 14.a. Transportation impacts
POWNI0001	1.a. Thank You 2.e. Public Involvement Process 10.c. Wildlife Sensory Disturbance and Habituation
POWRO0001	1.a. Thank You 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PRALO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
PRALO0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
PRALO0003	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
PREBE0001	1.a. Thank You 2.f. Use of Public Comments 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
PREGE0001	1.a. Thank You
PRESU0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PRIKA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 12.h. Tourism
PRIPA0001	1.a. Thank You 1.d. General Project Concerns 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 7.c. Noise Disclosure 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 12.e. Agriculture Analysis 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PRISO0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PRIST0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
PROAB0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
PUGBI0001	1.a. Thank You
PURJU0001	1.a. Thank You 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.t. Noise Mitigation
PURKE0001	1.a. Thank You
PURRO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
PURWI0001	1.a. Thank You 12.e. Agriculture Analysis 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
PXXKX0001	<ul style="list-style-type: none"> 1.a. Thank You 2.k. Range of Alternatives 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.l. Points of Interest 4.n. Speech Interference (Indoor and Outdoor) 7.c. Noise Disclosure
QUAJ00001	<ul style="list-style-type: none"> 1.a. Thank You 4.p. Sleep Disturbance 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
QUAJ00002	<ul style="list-style-type: none"> 1.a. Thank You 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.d. Recreation and Wilderness Analysis and Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
QUATI0001	<ul style="list-style-type: none"> 1.a. Thank You 12.h. Tourism 12.j. Property Values
RABSA0001	<ul style="list-style-type: none"> 1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 3.h. Runway Usage, Flight Tracks, and Altitudes 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.t. Noise Mitigation 7.e. Impacts to Recreation from Noise/Operations 10.c. Wildlife Sensory Disturbance and Habituation 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RACLA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
RAIJI0001	1.a. Thank You 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.r. Nonauditory Health Effects
RAMDI0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.t. Noise Mitigation
RAMKA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
RAMKE0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RAPKY0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
RAPKY0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RASDR0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
RAWMA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area
RAYAM0001	1.a. Thank You 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children
RAYAM0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric
RAYAM0003	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss
RAYAM0004	1.a. Thank You 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children
RAYDE0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RAYKA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
RAYKA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
RAYKA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
RAYKA0004	1.a. Thank You 4.j. Other Reports
RAYKA0005	1.a. Thank You 4.r. Nonauditory Health Effects
RAYKA0006	1.a. Thank You 4.q. Potential Hearing Loss
RAYKA0007	1.a. Thank You 7.c. Noise Disclosure
RAYKA0008	1.a. Thank You 7.c. Noise Disclosure
RAYKA0009	1.a. Thank You 13.a. Environmental Justice Impacts
RAYKA0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
RAYKA0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
RAYKA0012	1.a. Thank You 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 2.c. Socioeconomic Impacts 12.b. Scope of the Environmental Impact Statement and Analysis Conducted 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy 14.b. Vehicle Collisions and Safety 14.c. Pedestrians, Bicycles, and Bus Stops

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RAYKA0013	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
RAYKA0014	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
RAYKA0015	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
RAYKA0016	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
RAYKA0017	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
RAYKA0018	1.a. Thank You 4.r. Nonauditory Health Effects
RAYKA0019	1.a. Thank You 4.r. Nonauditory Health Effects
RAYKA0020	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RAYKA0021	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy
RAYKA0022	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RAYKA0023	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
RAYKA0024	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RAYKA0025	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
RAYLO0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 18.a. Climate Change and Greenhouse Gases 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
REAWI0001	1.a. Thank You
REBGI0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RECHE0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.f. Endangered Species Impact Analysis Adequacy 12.h. Tourism 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare
RECHE0002	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects
RECHE0003	1.a. Thank You 4.m. Supplemental Metrics 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
RECHE0004	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
RECHE0005	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated
RECHE0006	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated
REDJE0001	1.a. Thank You
REDNI0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
REDNI0002	1.a. Thank You 9.a. Consideration of Tribes
REDRI0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
REELO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects 4.t. Noise Mitigation
REELO0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
REELO0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects 4.t. Noise Mitigation
REELO0004	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
REEMA0001	1.a. Thank You
REESA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
REHJO0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.q. Potential Hearing Loss
REHJO0002	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
REIBE0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
REIBR0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects 7.g. Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 14.b. Vehicle Collisions and Safety
REICA0001	1.a. Thank You 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 12.c. Socioeconomic Impacts
REIMO0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
REIRE0001	1.a. Thank You 4.q. Potential Hearing Loss

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
REIRE0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
REIRE0003	1.a. Thank You 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects
REIRE0004	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
RENWI0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.l. Points of Interest 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.c. Socioeconomic Impacts
RESCO0001	1.a. Thank You 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.n. Quality of Life
REUVA0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 12.h. Tourism 12.n. Quality of Life
REUVA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 12.n. Quality of Life
REUVA0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
REYMA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
RICBE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
RICCA0001	1.a. Thank You 2.k. Range of Alternatives 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance
RICCA0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
RICDE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
RICDE0002	1.a. Thank You 4.q. Potential Hearing Loss
RICDI0001	1.a. Thank You 1.d. General Project Concerns

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RICEL0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.n. Alternatives Considered But Eliminated
RICEL0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
RICEL0003	1.a. Thank You 1.b. Best Available Science and Data 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
RICGR0001	1.a. Thank You
RICGR0002	1.a. Thank You
RICJE0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.f. Use of Public Comments
RICJE0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
RICKI0001	1.a. Thank You 19.d. Electronic Warfare
RICKI0002	1.a. Thank You 10.m. Impacts to Marine Species and Habitat

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RICLY0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 5.a. Accident Potential Zones 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.j. Property Values 12.k. Compensation to Citizens for Private Property
RICLY0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 5.a. Accident Potential Zones 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.j. Property Values 12.k. Compensation to Citizens for Private Property
RICLY0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
RICRU0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 4.a. General Noise Modeling 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 19.b. Revised Cumulative Impacts Analysis
RICRU0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
RICRU0003	1.a. Thank You 12.b. Invisible Costs
RICRU0004	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RICSA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.i. Deception Pass State Park and Other State Parks 12.h. Tourism
RICSA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances
RICWI0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests
RICWI0002	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 4.l. Points of Interest 4.o. Classroom Learning Interference 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports
RICWI0003	1.a. Thank You 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
RIDRO0001	1.a. Thank You
RIEJE0001	1.a. Thank You 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
RIEJE0002	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.s. Health Impact Assessment and Long-term Health Study Requests
RIEST0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.j. Property Values
RIEST0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.j. Property Values
RIEST0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.j. Flight Simulators

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RIKJE0001	1.a. Thank You 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
RILJI0001	1.a. Thank You 1.d. General Project Concerns

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RILLA0001	1.a. Thank You 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.g. Agency Participation 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.f. Fuel Dumping 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 12.o. Cost-Benefit Analysis 13.a. Environmental Justice Impacts 17.a. Hazardous Materials and Waste Impacts 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.e. Naval Special Operations EA

<p>RILLA0002</p>	<ul style="list-style-type: none"> 1.a. Thank You 1.b. Best Available Science and Data 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.f. Use of Public Comments 2.g. Agency Participation 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.l. Points of Interest 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.f. Fuel Dumping 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey's Landing National Historical Reserve 7.i. Deception Pass State Park and Other State Parks 7.j. Impacts on Outdoor Sports 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.o. Cost-Benefit Analysis 13.a. Environmental Justice Impacts 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
	18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.e. Naval Special Operations EA
RILLI0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
RINRA0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
RIODI0001	1.a. Thank You 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)
RISPE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act
RISSU0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
RISSU0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
RISSU0003	1.a. Thank You 4.j. Other Reports
RISSU0004	1.a. Thank You 4.r. Nonauditory Health Effects
RISSU0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
RITJO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROAKA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
ROAKA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.j. Other Reports 4.l. Points of Interest 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.i. Deception Pass State Park and Other State Parks 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.m. Impacts to Marine Species and Habitat 12.o. Cost-Benefit Analysis

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROBBO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
ROBCY0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
ROBCY0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
ROBCY0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
ROBCY0004	1.a. Thank You 4.j. Other Reports
ROBCY0005	1.a. Thank You 4.r. Nonauditory Health Effects
ROBCY0006	1.a. Thank You 4.q. Potential Hearing Loss
ROBCY0007	1.a. Thank You 7.c. Noise Disclosure
ROBCY0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
ROBCY0009	1.a. Thank You 13.a. Environmental Justice Impacts
ROBCY0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
ROBCY0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
ROBCY0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
ROBCY0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
ROBCY0014	1.a. Thank You 4.q. Potential Hearing Loss
ROBCY0015	1.a. Thank You 4.r. Nonauditory Health Effects

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROBEL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property
ROBEL0002	1.a. Thank You 12.f. Economic Hardship and Impacts
ROBEL0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated
ROBGA0001	1.a. Thank You
ROBGE0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
ROBGE0002	1.a. Thank You 3.i. Runway Operating Hours and Flight Schedules
ROBHO0001	1.a. Thank You 7.e. Impacts to Recreation from Noise/Operations 7.g. Ebey’s Landing National Historical Reserve 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
ROBKR0001	1.a. Thank You 7.g. Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances 12.i. Housing Access and Affordability

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROBLA0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 12.j. Property Values
ROBLY0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.f. Endangered Species Impact Analysis Adequacy 12.h. Tourism 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare
ROBNO0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
ROBPA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.n. Alternatives Considered But Eliminated
ROBRO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
ROBST0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROBVI0001	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals
ROBVI0002	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.o. Cost-Benefit Analysis 17.a. Hazardous Materials and Waste Impacts
ROBVI0003	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.o. Cost-Benefit Analysis 17.a. Hazardous Materials and Waste Impacts
ROCAR0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 12.j. Property Values 12.n. Quality of Life 19.d. Electronic Warfare
RODFR0001	1.a. Thank You 11.a. Groundwater
RODMA0001	1.a. Thank You 1.d. General Project Concerns
RODME0001	1.a. Thank You
ROEGA0001	1.a. Thank You 4.r. Nonauditory Health Effects
ROEGR0001	1.a. Thank You 4.k. Comparison of the Prowler to the Growler

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROGSU0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
ROGSU0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 3.a. Aircraft Operations 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values
ROGVI0001	1.a. Thank You 2.k. Range of Alternatives 3.h. Runway Usage, Flight Tracks, and Altitudes 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 11.a. Groundwater 11.b. Floodplains and Wetlands 12.h. Tourism 12.i. Housing Access and Affordability
ROHJI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROHMA0001	1.a. Thank You 3.a. Aircraft Operations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.k. Compensation to Citizens for Private Property
ROLSE0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.o. Classroom Learning Interference 4.p. Sleep Disturbance
ROLSE0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
ROMJO0001	1.a. Thank You
ROMJU0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.d. Electronic Warfare
RONMI0001	1.a. Thank You
ROOAL0001	1.a. Thank You 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 5.a. Accident Potential Zones 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
ROOAL0002	1.a. Thank You 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 5.a. Accident Potential Zones 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
ROOBO0001	1.a. Thank You 2.k. Range of Alternatives 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 12.e. Agriculture Analysis 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROOBR0001	1.a. Thank You 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 5.a. Accident Potential Zones 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.n. Quality of Life
ROOBR0002	1.a. Thank You 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 5.a. Accident Potential Zones 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.n. Quality of Life
ROOJO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.g. Average Annual Day/Average Busy Day Noise Levels 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
ROOJO0002	1.a. Thank You 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
ROOJO0003	1.a. Thank You 6.b. National Ambient Air Quality Standards Compliance 11.a. Groundwater 11.b. Floodplains and Wetlands 11.d. Per- and Polyfluoroalkyl Substances
ROSBO0001	1.a. Thank You 4.m. Supplemental Metrics 4.t. Noise Mitigation
ROSBO0002	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROSHA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
ROSJA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones
ROSJA0002	1.a. Thank You
ROSJE0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROSJE0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
ROSJE0003	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
ROSJE0004	1.a. Thank You 4.r. Nonauditory Health Effects
ROSRA0001	1.a. Thank You
ROSRE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
ROSRO0001	1.a. Thank You 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.k. Comparison of the Prowler to the Growler 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.j. Property Values 12.k. Compensation to Citizens for Private Property
ROTJA0001	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROTKA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.d. Recreation and Wilderness Analysis and Study Area 12.n. Quality of Life
ROTLX0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
ROTSU0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.r. Nonauditory Health Effects
ROUDA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
ROUSU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ROUSU0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.l. Points of Interest 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
ROWEL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
ROWMI0001	1.a. Thank You
ROYDE0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.t. Noise Mitigation 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism
RQDBA0001	1.a. Thank You
RUBJU0001	1.a. Thank You 2.e. Public Involvement Process 2.l. No Action Alternative 12.c. Socioeconomic Impacts
RUBSA0001	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.f. Use of Public Comments 2.h. Next Steps 2.k. Range of Alternatives
RUDKA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.h. Tourism 12.j. Property Values 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RUDPE0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts
RUGSH0001	1.a. Thank You 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.n. Quality of Life
RUNJU0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
RUSHA0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
RUSJO0001	1.a. Thank You 2.a. Purpose and Need 2.e. Public Involvement Process 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 10.b. Biological Resources Impacts
RUSLA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 19.d. Electronic Warfare
RUSMI0001	1.a. Thank You
RUTCA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
RYAEI0001	1.a. Thank You 1.b. Best Available Science and Data 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 10.a. Biological Resources Study Area 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 14.a. Transportation Impacts
RYAEI0002	1.a. Thank You 1.b. Best Available Science and Data 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 10.a. Biological Resources Study Area 11.d. Per- and Polyfluoroalkyl Substances 14.a. Transportation Impacts
RYASO0001	1.a. Thank You
SAADR0001	1.a. Thank You 4.r. Nonauditory Health Effects 12.n. Quality of Life
SAADR0002	1.a. Thank You 4.r. Nonauditory Health Effects 12.n. Quality of Life
SADDO0001	1.a. Thank You 12.j. Property Values 12.n. Quality of Life
SAECB0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
SAECE0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 4.m. Supplemental Metrics 4.t. Noise Mitigation
SAELE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
SAELE0002	1.a. Thank You 4.q. Potential Hearing Loss
SAELE0003	1.a. Thank You 7.c. Noise Disclosure
SAELE0004	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
SAELE0005	1.a. Thank You 13.a. Environmental Justice Impacts
SAELE0006	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SAELE0007	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
SAELE0008	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
SAELE0009	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
SAELE0010	1.a. Thank You 4.q. Potential Hearing Loss
SAELE0011	1.a. Thank You 4.r. Nonauditory Health Effects
SAELE0012	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
SAELE0013	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
SAELE0014	1.a. Thank You 4.j. Other Reports
SAGER0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.g. Cumulative Impacts of Noise
SAGER0002	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted
SALBA0001	1.a. Thank You 1.d. General Project Concerns

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SALCO0001	1.a. Thank You 2.k. Range of Alternatives 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
SALRH0001	1.a. Thank You
SALRH0002	1.a. Thank You 7.c. Noise Disclosure
SALSH0001	1.a. Thank You
SAMBE0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.t. Noise Mitigation
SANBI0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.i. Housing Access and Affordability 12.j. Property Values 12.n. Quality of Life
SANGA0001	1.a. Thank You
SANGA0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
SANGA0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey's Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
SANKA0001	1.a. Thank You

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SANMA0001	1.a. Thank You 3.f. Field Carrier Landing Practice Operation Totals 4.p. Sleep Disturbance 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
SANMA0002	1.a. Thank You 4.p. Sleep Disturbance
SANMK0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
SANMK0002	1.a. Thank You 6.f. Fuel Dumping
SARRU0001	1.a. Thank You 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
SATMA0001	1.a. Thank You 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 4.f. Noise Measurements/Modeling/On-Site Validation
SATSH0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.o. Classroom Learning Interference 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
SAVJE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 12.n. Quality of Life
SAVMA0001	1.a. Thank You 4.q. Potential Hearing Loss
SAYCA0001	1.a. Thank You
SCHAL0001	1.a. Thank You 2.k. Range of Alternatives 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
SCHAN0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
SCHBA0001	1.a. Thank You 4.o. Classroom Learning Interference 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts
SCHBA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation
SCHCA0001	1.a. Thank You
SCHCA0002	1.a. Thank You 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative
SCHDA0001	1.a. Thank You 4.o. Classroom Learning Interference 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SCHDA0002	1.a. Thank You 7.a. Regional Land Use and Community Character 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property
SCHDA0003	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.t. Noise Mitigation
SCHEL0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.j. Property Values
SCHFR0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts
SCHHA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SCHJO0001	1.a. Thank You 4.t. Noise Mitigation 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SCHLC0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.f. Use of Public Comments 2.h. Next Steps 2.i. Proposed Action 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 8.b. Section 106 Process 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
SCHLE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SCHLE0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated
SCHLI0001	1.a. Thank You 19.d. Electronic Warfare
SCHMA0001	1.a. Thank You 7.i. Deception Pass State Park and Other State Parks
SCHMA0002	1.a. Thank You 4.o. Classroom Learning Interference 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 11.d. Per- and Polyfluoroalkyl Substances

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SCHPH0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 4.r. Nonauditory Health Effects 12.j. Property Values
SCHRA0001	1.a. Thank You 12.c. Socioeconomic Impacts 12.j. Property Values
SCHRE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
SCHRO0001	1.a. Thank You 2.k. Range of Alternatives
SCHRO0002	1.a. Thank You
SCHSA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.r. Nonauditory Health Effects
SCHSA0002	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.j. Property Values
SCHSA0003	1.a. Thank You 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 7.i. Deception Pass State Park and Other State Parks 12.h. Tourism 12.n. Quality of Life
SCHSA0004	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SCHSA0005	1.a. Thank You 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
SCHSA0006	1.a. Thank You 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
SCHSA0007	1.a. Thank You 12.i. Housing Access and Affordability
SCHSA0008	1.a. Thank You 2.n. Alternatives Considered But Eliminated
SCHSA0009	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
SCHSA0010	1.a. Thank You 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
SCHSA0011	1.a. Thank You 4.o. Classroom Learning Interference
SCHSA0012	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
SCHSA0013	1.a. Thank You 12.e. Agriculture Analysis 12.h. Tourism 12.n. Quality of Life
SCHSA0014	1.a. Thank You 12.k. Compensation to Citizens for Private Property
SCHST0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SCHTH0001	1.a. Thank You 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 18.b. Average Carbon Dioxide per Aircraft
SCHVA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances
SCHWA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
SCHWA0002	1.a. Thank You 4.r. Nonauditory Health Effects
SCHWA0003	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
SCHWA0004	1.a. Thank You 4.r. Nonauditory Health Effects
SCHWA0005	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area
SCHWA0006	1.a. Thank You 12.j. Property Values
SCHWA0007	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
SCHWI0001	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
SCHWI0002	1.a. Thank You 4.q. Potential Hearing Loss
SCOSU0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SCRLI0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 10.c. Wildlife Sensory Disturbance and Habituation 12.h. Tourism 12.j. Property Values 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft
SCRRU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.f. Fuel Dumping 7.h. San Juan Islands National Monument 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SCRSU0001	1.a. Thank You 2.e. Public Involvement Process
SEAA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
SEAA0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SEAN0003	<ul style="list-style-type: none"> 1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
SEABA0001	<ul style="list-style-type: none"> 1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
SEAHE0001	<ul style="list-style-type: none"> 1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
SEGC0001	<ul style="list-style-type: none"> 1.a. Thank You 2.a. Purpose and Need 2.j. Costs of the Proposed Action 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SEHHE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SEHHE0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
SELDO0001	1.a. Thank You
SENDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.p. Sleep Disturbance 4.q. Potential Hearing Loss
SERKA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 12.a. Socioeconomic Study Area 12.d. Population Impacts 12.n. Quality of Life 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals
SESRE0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SEVSA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 12.h. Tourism 19.b. Revised Cumulative Impacts Analysis
SHADA0001	1.a. Thank You 3.a. Aircraft Operations 7.c. Noise Disclosure
SHAFR0001	1.a. Thank You
SHAJA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects
SHAJA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated
SHAKA0001	1.a. Thank You 4.a. General Noise Modeling 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
SHAKA0002	1.a. Thank You 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.c. Socioeconomic Impacts 12.h. Tourism 12.o. Cost-Benefit Analysis
SHAKA0003	1.a. Thank You 2.k. Range of Alternatives
SHAKA0004	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
SHAKA0005	1.a. Thank You 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts
SHAKA0006	1.a. Thank You 4.o. Classroom Learning Interference
SHAKA0007	1.a. Thank You 6.f. Fuel Dumping
SHAKA0008	1.a. Thank You 6.f. Fuel Dumping 6.g. Chaff 10.c. Wildlife Sensory Disturbance and Habituation 11.c. Marine Waters and Sediment

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHAKR0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts
SHALI0001	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 15.a. Infrastructure

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHAMA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
SHAMA0002	1.a. Thank You
SHAMA0003	1.a. Thank You 7.j. Impacts on Outdoor Sports
SHAMA0004	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHAMA0005	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
SHAMA0006	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHAMA0007	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
SHAMA0008	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHAPA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 14.d. Bridges and Ferries 14.r. Nonauditory Health Effects 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
SHAPA0002	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
SHARO0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
SHARO0002	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
SHARO0003	1.a. Thank You 4.q. Potential Hearing Loss
SHASH0001	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 11.a. Groundwater 11.b. Floodplains and Wetlands
SHAVI0001	1.a. Thank You
SHEBA0001	1.a. Thank You
SHEBE0001	1.a. Thank You 2.I. No Action Alternative
SHECH0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 2.I. No Action Alternative 19.d. Electronic Warfare
SHECL0001	1.a. Thank You
SHEDE0001	1.a. Thank You 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHEDI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.h. San Juan Islands National Monument 10.b. Biological Resources Impacts 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SHEED0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
SHEEL0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.r. Nonauditory Health Effects 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHEJO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
SHEJO0002	1.a. Thank You 2.a. Purpose and Need 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 11.d. Per- and Polyfluoroalkyl Substances
SHEKI0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHEKI0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 3.i. Runway Operating Hours and Flight Schedules 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.l. Bird Migration 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.j. Property Values 12.n. Quality of Life
SHELA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
SHELA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
SHELA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
SHELA0004	1.a. Thank You 4.j. Other Reports
SHELA0005	1.a. Thank You 4.r. Nonauditory Health Effects
SHELA0006	1.a. Thank You 4.q. Potential Hearing Loss
SHELA0007	1.a. Thank You 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
SHELA0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
SHELA0009	1.a. Thank You 13.a. Environmental Justice Impacts
SHELA0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
SHELA0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
SHELA0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
SHELA0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
SHELA0014	1.a. Thank You 4.q. Potential Hearing Loss

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHELA0015	1.a. Thank You 4.r. Nonauditory Health Effects
SHELY0001	1.a. Thank You
SHEMA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.l. No Action Alternative 3.a. Aircraft Operations 3.h. Runway Usage, Flight Tracks, and Altitudes 3.j. Flight Simulators 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.e. Impacts to Recreation from Noise/Operations 12.a. Socioeconomic Study Area 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property
SHEMI0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.c. Noise Disclosure 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
SHEPE0001	1.a. Thank You 3.d. Arrivals and Departures 4.q. Potential Hearing Loss
SHEWA0001	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHINA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
SHISA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
SHISA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 5.a. Accident Potential Zones
SHISA0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 5.a. Accident Potential Zones
SHISA0004	1.a. Thank You 2.k. Range of Alternatives 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones 12.k. Compensation to Citizens for Private Property
SHIWE0001	1.a. Thank You 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.c. Military Training Routes 3.d. Arrivals and Departures
SHOBR0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
SHOFO0001	1.a. Thank You 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation 10.c. Wildlife Sensory Disturbance and Habituation 15.c. Groundwater
SHOJA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 17.a. Hazardous Materials and Waste Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHOJA0002	1.a. Thank You 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.j. Property Values 12.n. Quality of Life 18.d. Washington State Greenhouse Gas Goals
SHOJA0003	1.a. Thank You 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.j. Property Values 12.n. Quality of Life 18.d. Washington State Greenhouse Gas Goals
SHOJE0001	1.a. Thank You
SHOJI0001	1.a. Thank You 5.a. Accident Potential Zones 12.i. Housing Access and Affordability 12.j. Property Values
SHOJI0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SHOJI0003	1.a. Thank You 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 12.j. Property Values 12.n. Quality of Life 18.d. Washington State Greenhouse Gas Goals
SHUFR0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps
SHUFR0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.m. Supplemental Metrics 12.j. Property Values
SHUMI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 12.b. Invisible Costs 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life
SIBJI0001	1.a. Thank You
SIDBR0001	1.a. Thank You
SIEKA0001	1.a. Thank You 2.e. Public Involvement Process 4.r. Nonauditory Health Effects
SIGJU0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
SIGJU0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
SIGJU0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
SIGJU0004	1.a. Thank You 4.j. Other Reports
SIGJU0005	1.a. Thank You 4.r. Nonauditory Health Effects
SIKRO0001	1.a. Thank You 2.l. No Action Alternative
SILBR0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SILBR0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.j. Property Values
SILBR0003	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.j. Property Values
SILBR0004	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process
SILJI0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference
SIMBO0001	1.a. Thank You 2.k. Range of Alternatives
SIMHU0001	1.a. Thank You
SIMJE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects
SIMKE0001	1.a. Thank You
SIMKI0001	1.a. Thank You 9.a. Consideration of Tribes 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
SIMLI0001	1.a. Thank You 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SIMSH0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SIMVI0001	1.a. Thank You 3.a. Aircraft Operations 4.t. Noise Mitigation
SIMWI0001	1.a. Thank You 2.h. Next Steps
SITRO0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects 12.n. Quality of Life
SIVGR0001	1.a. Thank You 2.a. Purpose and Need 2.m. Record of Decision/Preferred Alternative 4.p. Sleep Disturbance
SIVGR0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 7.a. Regional Land Use and Community Character 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
SIVGR0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 7.a. Regional Land Use and Community Character 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
SIVKA0001	1.a. Thank You 2.e. Public Involvement Process 12.j. Property Values
SKUBI0001	1.a. Thank You 2.k. Range of Alternatives 5.c. Condition of Outlying Landing Field Coupeville 12.d. Population Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SKUJA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism
SKUJA0002	1.a. Thank You 2.l. No Action Alternative 4.o. Classroom Learning Interference 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism
SKUMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.j. Flight Simulators 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
SKUMA0002	1.a. Thank You 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values 17.a. Hazardous Materials and Waste Impacts
SKUNA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.f. Fuel Dumping 7.i. Deception Pass State Park and Other State Parks 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values 17.a. Hazardous Materials and Waste Impacts

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SKUNA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 6.f. Fuel Dumping 7.i. Deception Pass State Park and Other State Parks 7.j. Impacts on Outdoor Sports 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values
SLEGR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 12.j. Property Values 19.d. Electronic Warfare
SLOJI0001	1.a. Thank You
SLOSA0001	1.a. Thank You 4.q. Potential Hearing Loss 7.d. Recreation and Wilderness Analysis and Study Area
SMABA0001	1.a. Thank You 4.m. Supplemental Metrics 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.n. Quality of Life
SMIAN0001	1.a. Thank You
SMIBA0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
SMIBR0001	1.a. Thank You
SMICA0001	1.a. Thank You 3.a. Aircraft Operations 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values
SMICA0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.t. Noise Mitigation 12.j. Property Values
SMICH0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
SMICH0002	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
SMICL0001	1.a. Thank You
SMIDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 12.j. Property Values 12.k. Compensation to Citizens for Private Property
SMIDA0002	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SMIDO0001	1.a. Thank You 4.r. Nonauditory Health Effects 12.n. Quality of Life
SMIDO0002	1.a. Thank You 1.b. Best Available Science and Data 2.m. Record of Decision/Preferred Alternative
SMIDW0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
SMIDW0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
SMIDW0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
SMIDW0004	1.a. Thank You 4.j. Other Reports
SMIDW0005	1.a. Thank You 4.r. Nonauditory Health Effects
SMIDW0006	1.a. Thank You 4.q. Potential Hearing Loss
SMIDW0007	1.a. Thank You 7.c. Noise Disclosure
SMIDW0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
SMIDW0009	1.a. Thank You 13.a. Environmental Justice Impacts
SMIDW0010	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
SMIDW0011	1.a. Thank You 4.q. Potential Hearing Loss
SMIDW0012	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
SMIDW0013	1.a. Thank You 4.q. Potential Hearing Loss

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SMIGE0001	1.a. Thank You 1.d. General Project Concerns 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.k. Comparison of the Prowler to the Growler 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.t. Noise Mitigation 7.e. Impacts to Recreation from Noise/Operations 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.p. Local Differences in Economy
SMIGE0002	1.a. Thank You 1.d. General Project Concerns 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.k. Comparison of the Prowler to the Growler 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.t. Noise Mitigation 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.e. Impacts to Recreation from Noise/Operations 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.p. Local Differences in Economy
SMIJA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SMILE0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.g. Ebey’s Landing National Historical Reserve 8.c. Noise and Vibration Impacts to Cultural Resources 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.d. Population Impacts 12.n. Quality of Life 14.a. Transportation Impacts 14.c. Pedestrians, Bicycles, and Bus Stops 14.d. Bridges and Ferries 15.a. Infrastructure 15.b. Potable Water and Wastewater Capacity

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SMILO0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SMIME0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
SMIPE0001	1.a. Thank You
SMIRO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
SMISC0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SMISY0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SMITI0001	1.a. Thank You
SMOTR0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
SMOTR0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
SMOTR0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
SMOTR0004	1.a. Thank You 4.j. Other Reports
SMOTR0005	1.a. Thank You 4.r. Nonauditory Health Effects
SMOWI0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.l. No Action Alternative 4.d. Day-Night Average Sound Level Metric 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat
SMYNO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.t. Noise Mitigation
SNYEL0001	1.a. Thank You 4.r. Nonauditory Health Effects
SOSEI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
SOTSY0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
SOTSY0002	1.a. Thank You 12.c. Socioeconomic Impacts 12.h. Tourism 12.o. Cost-Benefit Analysis

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SOTSY0003	1.a. Thank You 2.a. Purpose and Need 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 12.h. Tourism
SOUMI0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
SPAJO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures
SPECH0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SPEJU0001	1.a. Thank You 2.a. Purpose and Need 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
SPIPA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.j. Property Values
SPIYV0001	1.a. Thank You
SPRLE0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
SQUJE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
STAGX0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 12.n. Quality of Life
STAJA0001	1.a. Thank You 3.a. Aircraft Operations 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
STAKR0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.a. Regional Land Use and Community Character 12.e. Agriculture Analysis 12.h. Tourism 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STALO0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
STAMA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 4.t. Noise Mitigation 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.n. Quality of Life
STASH0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
STASH0002	1.a. Thank You 4.o. Classroom Learning Interference 12.h. Tourism
STATE0001	1.a. Thank You 12.h. Tourism 12.j. Property Values 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
STEBA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
STECL0001	1.a. Thank You 17.a. Regional Land Use and Community Character 2.e. Agriculture Analysis
STEDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.h. Runway Usage, Flight Tracks, and Altitudes 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.n. Quality of Life 17.a. Hazardous Materials and Waste Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STEDA0002	1.a. Thank You 4.p. Sleep Disturbance 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.d. Recreation and Wilderness Analysis and Study Area 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.n. Quality of Life
STEJO0001	1.a. Thank You 4.g. Average Annual Day/Average Busy Day Noise Levels 4.l. Points of Interest 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.d. Environmental Health Risks and Safety Risks to Children 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
STEKA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.k. Comparison of the Prowler to the Growler
STEKA0002	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STEKA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest
STEKA0004	1.a. Thank You 5.a. Accident Potential Zones
STEKA0005	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
STEKA0006	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.f. Use of Public Comments
STEKI0001	1.a. Thank You
STEKU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.l. Points of Interest 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
STEKU0002	1.a. Thank You 4.l. Points of Interest 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
STEKU0003	1.a. Thank You 2.e. Public Involvement Process 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 12.b. Invisible Costs 12.h. Tourism 12.j. Property Values 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
STEKU0004	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.r. Nonauditory Health Effects 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STEMA0001	<ul style="list-style-type: none"> 1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
STEPH0001	<ul style="list-style-type: none"> 1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
STERO0001	<ul style="list-style-type: none"> 1.a. Thank You
STESC0001	<ul style="list-style-type: none"> 1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
STETO0001	<ul style="list-style-type: none"> 1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 3.d. Arrivals and Departures 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.a. Regional Land Use and Community Character 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STIDA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.f. Use of Public Comments 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.d. Per- and Polyfluoroalkyl Substances
STIDI0001	1.a. Thank You 4.q. Potential Hearing Loss
STIDO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
STIJE0001	1.a. Thank You 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 7.c. Noise Disclosure 12.f. Economic Hardship and Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STISA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STIST0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STIST0002	1.a. Thank You 1.b. Best Available Science and Data 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.h. Next Steps 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.u. Local Noise Ordinances 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 8.c. Noise and Vibration Impacts to Cultural Resources 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 13.a. Environmental Justice Impacts 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
STODI0001	1.a. Thank You 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism
STOGA0001	1.a. Thank You
STOJI0001	1.a. Thank You 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
STOKI0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
STOKI0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
STOKI0003	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STOKI0004	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
STOKI0005	1.a. Thank You 4.q. Potential Hearing Loss
STOKI0006	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
STOKI0007	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
STOKI0008	1.a. Thank You 4.q. Potential Hearing Loss
STOLI0001	1.a. Thank You 10.b. Biological Resources Impacts 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.l. Bird Migration 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 19.d. Electronic Warfare
STOLO0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.d. Electronic Warfare
STOMA0001	1.a. Thank You 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STOSH0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
STOTE0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STOTH0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
STRHE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
STRHE0002	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects
STRJA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.q. Potential Hearing Loss 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism
STRMA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life
STRMA0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
STRMA0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STRMA0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
STRMA0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
STRMA0006	1.a. Thank You 4.j. Other Reports
STRMA0007	1.a. Thank You 4.r. Nonauditory Health Effects
STRMA0008	1.a. Thank You 4.q. Potential Hearing Loss
STRMA0009	1.a. Thank You 7.c. Noise Disclosure
STRMA0010	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
STRMA0011	1.a. Thank You 13.a. Environmental Justice Impacts
STRMA0012	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
STRMA0013	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
STRMA0014	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
STRMA0015	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
STRMA0016	1.a. Thank You 4.q. Potential Hearing Loss
STRMA0017	1.a. Thank You 4.q. Potential Hearing Loss
STRSH0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.q. Potential Hearing Loss
STRST0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.i. Runway Operating Hours and Flight Schedules 15.a. Infrastructure
STRTR0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
STUCH0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
STUJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SUETE0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 18.a. Climate Change and Greenhouse Gases 19.d. Electronic Warfare
SUFRI0001	1.a. Thank You 12.c. Socioeconomic Impacts
SULAN0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.l. Bird Migration 12.i. Housing Access and Affordability 12.m. Education Impacts 14.a. Transportation Impacts
SULBA0001	1.a. Thank You 2.k. Range of Alternatives
SULDE0001	1.a. Thank You
SULJO0001	1.a. Thank You
SULKA0001	1.a. Thank You 3.a. Aircraft Operations

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SULKA0002	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SULKA0003	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
SULKA0004	1.a. Thank You
SUMEL0001	1.a. Thank You
SUMJO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SUMRO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
SUNJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 17.a. Hazardous Materials and Waste Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
SUNKI0001	1.a. Thank You 2.k. Range of Alternatives 4.n. Speech Interference (Indoor and Outdoor) 12.n. Quality of Life
SUNRE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 19.d. Electronic Warfare
SUTLI0001	1.a. Thank You 2.e. Public Involvement Process 12.c. Socioeconomic Impacts
SUZMS0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.p. Sleep Disturbance 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.e. Naval Special Operations EA
SWACO0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SWAMI0001	1.a. Thank You
SWANE0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SWANE0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SWASA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.i. Runway Operating Hours and Flight Schedules 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.t. Noise Mitigation 5.c. Condition of Outlying Landing Field Coupeville 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.e. Agriculture Analysis 12.h. Tourism 12.n. Quality of Life
SWAST0001	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances
SWECA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 19.f. Outlying Landing Field Coupeville Security Blocks
SWEDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
SWODO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
SWODO0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
SWOEV0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
SZACL0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.h. San Juan Islands National Monument 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
SZUNI0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 18.a. Climate Change and Greenhouse Gases
SZYJO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TALNA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
TALNA0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
TALNA0003	1.a. Thank You 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.m. Education Impacts
TALNA0004	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.k. Compensation to Citizens for Private Property
TALNA0005	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
TALNA0006	1.a. Thank You 2.a. Purpose and Need 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TAMAL0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects
TAMRI0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.p. Sleep Disturbance 7.a. Regional Land Use and Community Character 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life
TANMA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
TASCH0001	1.a. Thank You
TASJE0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
TASSH0001	1.a. Thank You 2.k. Range of Alternatives
TAVSU0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
TAYCH0001	1.a. Thank You

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TAYDE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
TAYKA0001	1.a. Thank You
TAYLA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects
TAYLI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
TAYLI0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered but Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TAYLO0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.i. Housing Access and Affordability
TAYLO0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
TAYLO0003	1.a. Thank You 2.n. Alternatives Considered But Eliminated
TAYLO0004	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps
TAYLO0005	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.l. Points of Interest 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TAYLO0006	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.l. Points of Interest 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.b. Invisible Costs 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 14.a. Transportation Impacts 14.d. Bridges and Ferries 15.c. Groundwater 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
TAYMA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.d. Day-Night Average Sound Level Metric 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
TAYMA0002	1.a. Thank You 12.j. Property Values 12.k. Compensation to Citizens for Private Property
TAYMA0003	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.j. Property Values
TAYMA0004	1.a. Thank You 4.q. Potential Hearing Loss
TAYMA0005	1.a. Thank You 1.d. General Project Concerns 4.l. Points of Interest
TAYPO0001	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TEAAN0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
TEAAN0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
TEAAN0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
TEAAN0004	1.a. Thank You 4.j. Other Reports
TEAAN0005	1.a. Thank You 4.r. Nonauditory Health Effects
TEAAN0006	1.a. Thank You 4.q. Potential Hearing Loss
TEAAN0007	1.a. Thank You 7.c. Noise Disclosure
TEAAN0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
TEAAN0009	1.a. Thank You 13.a. Environmental Justice Impacts
TEAAN0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
TEAAN0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
TEAAN0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
TEAAN0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
TEAAN0014	1.a. Thank You 4.q. Potential Hearing Loss
TEAAN0015	1.a. Thank You 4.r. Nonauditory Health Effects
TENJE0001	1.a. Thank You
TENMI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 3.h. Runway Usage, Flight Tracks, and Altitudes 7.d. Recreation and Wilderness Analysis and Study Area 12.h. Tourism 12.n. Quality of Life
TERPE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
TERST0001	1.a. Thank You

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TÊTDE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
TÊTRI0001	1.a. Thank You
THAGE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THAGE0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.l. Points of Interest 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
THAGE0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values
THAGE0004	1.a. Thank You 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.f. Economic Hardship and Impacts 12.h. Tourism
THAGE0005	1.a. Thank You 1.d. General Project Concerns 2.m. Record of Decision/Preferred Alternative 6.b. National Ambient Air Quality Standards Compliance 7.a. Regional Land Use and Community Character 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THAMA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.t. Noise Mitigation 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
THAMA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.j. Other Reports 4.m. Supplemental Metrics
THAMA0003	1.a. Thank You 2.f. Use of Public Comments 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation
THAMA0004	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.t. Noise Mitigation 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
THIBO0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.t. Noise Mitigation 12.n. Quality of Life
THIJE0001	1.a. Thank You 2.a. Purpose and Need
THISU0001	1.a. Thank You 4.a. General Noise Modeling
THOBA0001	1.a. Thank You 3.d. Arrivals and Departures 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 5.a. Accident Potential Zones 12.k. Compensation to Citizens for Private Property
THOBA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 12.j. Property Values 12.k. Compensation to Citizens for Private Property
THOBA0003	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THOBA0004	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 10.l. Bird Migration 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
THOBA0005	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 10.l. Bird Migration 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THOBA0006	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 3.a. Aircraft Operations 4.a. General Noise Modeling 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 12.j. Property Values
THOBR0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
THOCA0001	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 17.a. Hazardous Materials and Waste Impacts

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THOCH0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts
THOJO0001	1.a. Thank You 4.a. General Noise Modeling 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 12.b. Invisible Costs

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THOJO0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.l. No Action Alternative 3.a. Aircraft Operations 3.d. Arrivals and Departures 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.b. National Ambient Air Quality Standards Compliance 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 8.b. Section 106 Process 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals
THOJO0003	1.a. Thank You
THOJO0004	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
THOJO0005	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THOJO0006	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.l. No Action Alternative 3.a. Aircraft Operations 3.d. Arrivals and Departures 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.b. National Ambient Air Quality Standards Compliance 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 8.b. Section 106 Process 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 18.a. Climate Change and Greenhouse Gases 18.d. Washington State Greenhouse Gas Goals

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THOMA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
THORE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
THOST0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
THOSU0001	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
THOSU0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
THOSU0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
THOSU0004	1.a. Thank You 4.j. Other Reports
THOSU0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
THOSU0006	1.a. Thank You 4.r. Nonauditory Health Effects
THOSU0007	1.a. Thank You 4.q. Potential Hearing Loss
THOSU0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
THOSU0009	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
THOSU0010	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
THOSU0011	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
THOSU0012	1.a. Thank You 4.q. Potential Hearing Loss
THOSU0013	1.a. Thank You 4.r. Nonauditory Health Effects
THOTH0001	1.a. Thank You 2.h. Next Steps 3.d. Arrivals and Departures 4.k. Comparison of the Prowler to the Growler 12.f. Economic Hardship and Impacts 12.k. Compensation to Citizens for Private Property 12.p. Local Differences in Economy
THUPA0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat
TIEDI0001	1.a. Thank You 2.l. No Action Alternative
TIFJO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TILCY0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
TIVBO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
TIVBO0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
TODDA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
TODJI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 19.d. Electronic Warfare
TOMDI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TOMDI0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts
TOMDI0003	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 4.o. Classroom Learning Interference 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.h. Tourism 12.i. Community Service Impacts
TOOMI0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TORFR0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.f. Use of Public Comments 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
TOUHA0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps
TOUHA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
TOUHA0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
TOUHA0004	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation
TOUHA0005	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TOUHA0006	1.a. Thank You 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances
TOUJE0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
TOUST0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
TOUTH0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
TOWMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 7.i. Deception Pass State Park and Other State Parks
TRERA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
TRETO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 4.t. Noise Mitigation
TRIGR0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations
TRIMA0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
TROCA0001	1.a. Thank You 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TROJO0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
TROSC0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
TSUDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.c. Socioeconomic Impacts 12.h. Tourism
TURDA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated
TURDA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
TURHI0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.f. Noise Measurements/Modeling/On-Site Validation 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
TYHRI0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
TYLWE0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
TYNLA0001	1.a. Thank You 4.q. Potential Hearing Loss 12.e. Agriculture Analysis 12.k. Compensation to Citizens for Private Property
UHLHE0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
UHLHE0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics
UHLHE0003	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations
UHLHE0004	1.a. Thank You 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures
UHLHE0005	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling
UHLHE0006	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.a. General Noise Modeling
UHLHE0007	1.a. Thank You 4.t. Noise Mitigation
UHLHE0008	1.a. Thank You 2.k. Range of Alternatives

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
UHLHE0009	1.a. Thank You 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures
UHLHE0010	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
UHLHE0011	1.a. Thank You 7.e. Impacts to Recreation from Noise/Operations 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property
UHLHE0012	1.a. Thank You 10.c. Wildlife Sensory Disturbance and Habituation 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals
UHLHE0013	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered but Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
UHRIG0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
UHRIG0002	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ULLCA0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.h. San Juan Islands National Monument 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 11.d. Per- and Polyfluoroalkyl Substances 13.a. Environmental Justice Impacts 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals
VANBA0001	1.a. Thank You 17.a. Hazardous Materials and Waste Impacts 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VANBA0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
VANCH0001	1.a. Thank You 2.e. Public Involvement Process 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
VANCH0002	1.a. Thank You
VANDO0001	1.a. Thank You 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VANJO0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
VANJO0002	1.a. Thank You 2.a. Purpose and Need
VANJO0003	1.a. Thank You 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 12.n. Quality of Life
VANJU0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VANLI0001	1.a. Thank You 4.a. General Noise Modeling 4.j. Other Reports 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 12.n. Quality of Life
VANLI0002	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative 4.t. Noise Mitigation
VANLI0003	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports 4.l. Points of Interest
VANLI0004	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
VANLI0005	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.t. Noise Mitigation
VANLI0006	1.a. Thank You 4.j. Other Reports
VANLI0007	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest 4.p. Sleep Disturbance 4.t. Noise Mitigation 12.f. Economic Hardship and Impacts
VANMI0001	1.a. Thank You
VANMI0002	1.a. Thank You
VANMI0003	1.a. Thank You
VANPE0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
VANRO0001	1.a. Thank You 7.g. Ebey's Landing National Historical Reserve

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VANRU0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
VANSU0001	1.a. Thank You 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
VAUGA0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 12.n. Quality of Life
VENJO0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
VERJA0001	1.a. Thank You 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation
VERTI0001	1.a. Thank You 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VERTI0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.t. Noise Mitigation
VERTI0003	1.a. Thank You 4.t. Noise Mitigation 12.n. Quality of Life
VERTI0004	1.a. Thank You 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.j. Property Values 12.k. Compensation to Citizens for Private Property
VERTI0005	1.a. Thank You 3.a. Aircraft Operations 12.k. Compensation to Citizens for Private Property
VERTI0006	1.a. Thank You 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.j. Property Values 12.k. Compensation to Citizens for Private Property
VERTI0007	1.a. Thank You 6.c. Hazardous Air Pollutant Compliance 6.f. Fuel Dumping
VERTI0008	1.a. Thank You 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.b. National Ambient Air Quality Standards Compliance
VERTI0009	1.a. Thank You 14.a. Transportation Impacts 14.c. Pedestrians, Bicycles, and Bus Stops
VERTI0010	1.a. Thank You 12.k. Compensation to Citizens for Private Property
VERTI0011	1.a. Thank You 12.m. Education Impacts
VERTI0012	1.a. Thank You 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation
VERTI0013	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property
VERTI0014	1.a. Thank You 10.j. Plants
VERTI0015	1.a. Thank You 2.k. Range of Alternatives
VERTI0016	1.a. Thank You 10.a. Biological Resources Study Area
VERTI0017	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.f. Use of Public Comments
VERTI0018	1.a. Thank You 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VERTI0019	1.a. Thank You 12.m. Education Impacts
VESTI0001	1.a. Thank You 4.t. Noise Mitigation
VESTI0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated
VESTI0003	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
VESTI0004	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
VESTI0005	1.a. Thank You 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative
VIEWI0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 5.a. Accident Potential Zones 12.c. Socioeconomic Impacts 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
VINJL0001	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VISWE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
VISWE0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
VISWE0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
VISWE0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
VISWE0005	1.a. Thank You 4.j. Other Reports
VISWE0006	1.a. Thank You 4.r. Nonauditory Health Effects
VISWE0007	1.a. Thank You 4.q. Potential Hearing Loss
VISWE0008	1.a. Thank You 7.c. Noise Disclosure
VISWE0009	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
VISWE0010	1.a. Thank You 13.a. Environmental Justice Impacts
VISWE0011	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
VISWE0012	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VISWE0013	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
VISWE0014	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
VISWE0015	1.a. Thank You 4.q. Potential Hearing Loss
VISWE0016	1.a. Thank You 4.r. Nonauditory Health Effects
VOEJO0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation
VOGSH0001	1.a. Thank You
VOLKE0001	1.a. Thank You
VONCA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
VONCA0002	1.a. Thank You 2.k. Range of Alternatives 10.c. Wildlife Sensory Disturbance and Habituation
VONPE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.l. No Action Alternative 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.b. Land Use Compatibility and Air Installations Compatible Use Zones
VORCL0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
VORCL0002	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 12.h. Tourism 12.k. Compensation to Citizens for Private Property
VOSTO0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.k. Comparison of the Prowler to the Growler 4.n. Speech Interference (Indoor and Outdoor) 7.f. Impacts to Wilderness Areas 19.d. Electronic Warfare
VRAWY0001	1.a. Thank You 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.b. National Ambient Air Quality Standards Compliance 6.c. Hazardous Air Pollutant Compliance 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
VRAWY0002	1.a. Thank You 4.o. Classroom Learning Interference 12.n. Quality of Life
VRAWY0003	1.a. Thank You 2.k. Range of Alternatives 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances
VRAWY0004	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
VRAWY0005	1.a. Thank You 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism
VYSDO0001	1.a. Thank You
WAGBE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WAGDU0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WAGJO0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 9.a. Consideration of Tribes 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WAGKA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.i. Proposed Action 4.d. Day-Night Average Sound Level Metric 4.q. Potential Hearing Loss 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 12.h. Tourism 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WAGKR0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WAGRE0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WAGRE0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WAGRE0003	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.u. Local Noise Ordinances 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.i. Deception Pass State Park and Other State Parks 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.h. Tourism 12.n. Quality of Life
WAHMA0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 5.a. Accident Potential Zones

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WAHMA0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.c. Military Training Routes 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.a. Socioeconomic Study Area 12.d. Population Impacts
WAHMA0003	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances
WAHMA0004	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 11.d. Per- and Polyfluoroalkyl Substances
WAIJU0001	1.a. Thank You
WAKRO0001	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 10.a. Biological Resources Study Area 10.l. Bird Migration 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
WALBA0001	1.a. Thank You 10.c. Wildlife Sensory Disturbance and Habituation
WALCL0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
WALCL0002	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WALCL0003	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WALCL0004	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WALDA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts
WALDA0002	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WALHO0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.n. Quality of Life
WALJA0001	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation
WALKA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.e. Field Carrier Landing Practice Patterns 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.l. Points of Interest 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 10.m. Impacts to Marine Species and Habitat 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WALKA0002	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps 2.n. Alternatives Considered But Eliminated 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat
WALMA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.c. Socioeconomic Impacts 12.h. Tourism 18.d. Washington State Greenhouse Gas Goals 19.d. Electronic Warfare
WALRO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere
WALSC0001	1.a. Thank You 1.d. General Project Concerns 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 12.c. Socioeconomic Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WALSU0001	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 10.f. Endangered Species Impact Analysis Adequacy 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.n. Quality of Life
WALSU0002	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 10.f. Endangered Species Impact Analysis Adequacy 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.n. Quality of Life
WALSU0003	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 4.t. Noise Mitigation 12.c. Socioeconomic Impacts 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WALTI0001	1.a. Thank You
WANAS0001	1.a. Thank You 3.a. Aircraft Operations 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.t. Noise Mitigation 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.b. National Ambient Air Quality Standards Compliance 12.a. Socioeconomic Study Area 12.n. Quality of Life
WARCA0001	1.a. Thank You 10.a. Biological Resources Study Area
WARJO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.t. Noise Mitigation 12.j. Property Values
WARPA0001	1.a. Thank You 2.e. Public Involvement Process 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 18.a. Climate Change and Greenhouse Gases 18.b. Average Carbon Dioxide per Aircraft
WARPA0002	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects
WARPA0003	1.a. Thank You 3.a. Aircraft Operations 3.f. Field Carrier Landing Practice Operation Totals

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WARPA0004	1.a. Thank You 2.a. Purpose and Need 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
WARPA0005	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.r. Nonauditory Health Effects
WARPA0006	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects
WARPA0007	1.a. Thank You 2.k. Range of Alternatives 4.t. Noise Mitigation
WARPA0008	1.a. Thank You 4.r. Nonauditory Health Effects 12.n. Quality of Life
WARPA0009	1.a. Thank You 12.h. Tourism
WARPA0010	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 5.d. Environmental Health Risks and Safety Risks to Children 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property
WARRO0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WATAL0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 6.f. Fuel Dumping 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WATAL0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
WATAL0003	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 6.f. Fuel Dumping 12.j. Property Values
WATDA0001	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns
WATKA0001	1.a. Thank You 12.n. Quality of Life
WATKA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WATRI0001	1.a. Thank You 2.e. Public Involvement Process 2.i. Proposed Action

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WEATH0001	1.a. Thank You
WEBBE0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtaking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WEBTH0001	1.a. Thank You
WEEJA0001	1.a. Thank You 4.j. Other Reports 4.r. Nonauditory Health Effects 12.n. Quality of Life
WEHMI0001	1.a. Thank You
WEIBE0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need
WEICH0001	1.a. Thank You 4.l. Points of Interest 4.t. Noise Mitigation
WEICR0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need
WEIDA0001	1.a. Thank You 4.q. Potential Hearing Loss 7.a. Regional Land Use and Community Character
WEISH0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation
WEISH0002	1.a. Thank You 2.n. Alternatives Considered But Eliminated
WEISH0003	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts
WEITE0001	1.a. Thank You 2.a. Purpose and Need 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.d. Electronic Warfare

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WEITE0002	1.a. Thank You 2.a. Purpose and Need 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 19.d. Electronic Warfare
WELCA0001	1.a. Thank You
WELJA0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
WELJA0002	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.l. No Action Alternative 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.p. Sleep Disturbance 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.g. Cumulative Impacts of Noise 19.h. Cumulative Impacts on Biological Resources
WENJA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 10.m. Impacts to Marine Species and Habitat 10.n. San Juan Islands National Wildlife Refuge 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
WENJO0001	1.a. Thank You
WENKE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WESDE0001	1.a. Thank You 3.h. Runway Usage, Flight Tracks, and Altitudes 3.i. Runway Operating Hours and Flight Schedules 4.a. General Noise Modeling 4.t. Noise Mitigation 12.c. Socioeconomic Impacts 12.h. Tourism 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WESFR0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WESFR0002	1.a. Thank You 4.q. Potential Hearing Loss
WESFR0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WESFR0004	1.a. Thank You 4.l. Points of Interest 7.d. Recreation and Wilderness Analysis and Study Area

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WESJA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WESJA0002	1.a. Thank You 1.c. Segmentation and Connected Actions 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 12.h. Tourism 12.j. Property Values 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
WESJA0003	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
WESKA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WESKA0002	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WESMA0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
WESRO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 12.k. Compensation to Citizens for Private Property
WESRU0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 18.d. Washington State Greenhouse Gas Goals 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WEYLY0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WEYLY0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects
WHIAN0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
WHICO0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.n. Speech Interference (Indoor and Outdoor) 12.n. Quality of Life
WHIDA0001	1.a. Thank You 4.q. Potential Hearing Loss
WHIDA0002	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WHIDA0003	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WHIDA0004	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WHIDA0005	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WHIDA0006	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WHIJE0001	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WHIJE0002	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WHIJE0003	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WHIKA0001	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.d. Per- and Polyfluoroalkyl Substances 19.h. Cumulative Impacts on Biological Resources
WHXBA0001	1.a. Thank You
WICMA0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
WICMA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WICMA0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
WICMA0004	1.a. Thank You 4.j. Other Reports
WICMA0005	1.a. Thank You 4.r. Nonauditory Health Effects
WICMA0006	1.a. Thank You 4.q. Potential Hearing Loss
WICMA0007	1.a. Thank You 7.c. Noise Disclosure
WICMA0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WICMA0009	1.a. Thank You 13.a. Environmental Justice Impacts
WICMA0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WICMA0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WICMA0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WICMA0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WICMA0014	1.a. Thank You 4.q. Potential Hearing Loss
WICMA0015	1.a. Thank You 4.r. Nonauditory Health Effects
WICMA0016	1.a. Thank You 4.q. Potential Hearing Loss
WICMA0017	1.a. Thank You 17.a. Hazardous Materials and Waste Impacts
WICMA0018	1.a. Thank You 4.m. Supplemental Metrics
WICMA0019	1.a. Thank You 1.b. Best Available Science and Data 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 4.k. Comparison of the Prowler to the Growler
WICMA0020	1.a. Thank You 4.p. Sleep Disturbance
WICVE0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 12.j. Property Values
WIDRI0001	1.a. Thank You
WILAL0001	1.a. Thank You 14.b. Vehicle Collisions and Safety
WILAL0002	1.a. Thank You 3.h. Runway Usage, Flight Tracks, and Altitudes
WILAL0003	1.a. Thank You 8.i. Deception Pass Cultural Resources
WILBR0001	1.a. Thank You 4.r. Nonauditory Health Effects 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
WILBR0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 3.g. Field Carrier Landing Practice Evolutions and High Tempo 3.h. Runway Usage, Flight Tracks, and Altitudes 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 12.b. Invisible Costs

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILCA0001	1.a. Thank You 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 4.l. Points of Interest 4.t. Noise Mitigation 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WILCJ0001	1.a. Thank You 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.c. Noise Disclosure 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 12.h. Tourism 12.j. Property Values
WILCJ0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 10.c. Wildlife Sensory Disturbance and Habituation 10.m. Impacts to Marine Species and Habitat 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
WILFO0001	1.a. Thank You 3.a. Aircraft Operations
WILFR0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WILIN0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILJA0001	1.a. Thank You 2.k. Range of Alternatives 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 17.a. Hazardous Materials and Waste Impacts 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WILJE0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WILJE0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
WILJE0003	1.a. Thank You 4.j. Other Reports
WILJE0004	1.a. Thank You 4.r. Nonauditory Health Effects
WILJE0005	1.a. Thank You 4.q. Potential Hearing Loss
WILJE0006	1.a. Thank You 7.c. Noise Disclosure
WILJE0007	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WILJE0008	1.a. Thank You 13.a. Environmental Justice Impacts
WILJE0009	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WILJE0010	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WILJE0011	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WILJE0012	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WILJE0013	1.a. Thank You 4.q. Potential Hearing Loss
WILJE0014	1.a. Thank You 4.r. Nonauditory Health Effects
WILJE0015	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
WILJE0016	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 7.i. Deception Pass State Park and Other State Parks 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILJE0017	1.a. Thank You 3.a. Aircraft Operations 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects
WILJO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
WILJO0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
WILKA0001	1.a. Thank You 2.a. Purpose and Need
WILKE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.q. Potential Hearing Loss 5.a. Accident Potential Zones 7.a. Regional Land Use and Community Character 7.e. Impacts to Recreation from Noise/Operations 8.e. Outlying Landing Field Coupeville and Coupeville History 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis
WILKE0002	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WILKE0003	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.q. Potential Hearing Loss 12.b. Invisible Costs 12.j. Property Values
WILKE0004	1.a. Thank You 4.o. Classroom Learning Interference 7.d. Recreation and Wilderness Analysis and Study Area 7.j. Impacts on Outdoor Sports
WILKE0005	1.a. Thank You 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.m. Education Impacts 12.p. Local Differences in Economy
WILKE0006	1.a. Thank You 2.n. Alternatives Considered But Eliminated
WILKE0007	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILKE0008	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WILKE0009	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WILKE0010	1.a. Thank You 12.b. Invisible Costs 12.c. Socioeconomic Impacts 12.j. Property Values 12.o. Cost-Benefit Analysis
WILKE0011	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 2.k. Range of Alternatives 2.l. No Action Alternative 3.a. Aircraft Operations 3.j. Flight Simulators 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.l. Points of Interest 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.f. Fuel Dumping 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 11.a. Groundwater 11.b. Floodplains and Wetlands 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 14.d. Bridges and Ferries 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILKE0012	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.l. Bird Migration 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 19.d. Electronic Warfare
WILKE0013	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILKE0014	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.p. Local Differences in Economy
WILLY0001	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.i. Housing Access and Affordability 12.m. Education Impacts
WILMA0001	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation 12.n. Quality of Life
WILMA0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.l. Points of Interest 4.q. Potential Hearing Loss 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILMA0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WILMA0004	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
WILMA0005	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
WILMA0006	1.a. Thank You 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.n. Alternatives Considered But Eliminated 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILMA0007	1.a. Thank You 2.a. Purpose and Need 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 12.j. Property Values
WILMI0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
WILPA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area
WILRO0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
WILRO0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones
WILRO0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones
WILRO0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 5.a. Accident Potential Zones

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILST0001	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property
WILST0002	1.a. Thank You 4.a. General Noise Modeling 4.f. Noise Measurements/Modeling/On-Site Validation
WILST0003	1.a. Thank You 2.k. Range of Alternatives 2.l. No Action Alternative
WILST0004	1.a. Thank You 4.t. Noise Mitigation
WILST0005	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations 14.d. Bridges and Ferries 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides)
WILST0006	1.a. Thank You 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WILST0007	1.a. Thank You 4.l. Points of Interest 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 7.j. Impacts on Outdoor Sports
WILST0008	1.a. Thank You 12.c. Socioeconomic Impacts 12.d. Population Impacts 12.h. Tourism 12.j. Property Values
WILST0009	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 10.l. Bird Migration 11.a. Groundwater 11.b. Floodplains and Wetlands
WILST0010	1.a. Thank You 6.f. Fuel Dumping
WILST0011	1.a. Thank You 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 12.c. Socioeconomic Impacts 12.f. Economic Hardship and Impacts
WILST0012	1.a. Thank You 3.h. Runway Usage, Flight Tracks, and Altitudes 3.j. Flight Simulators
WILST0013	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area
WILST0014	1.a. Thank You 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILST0015	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
WILST0016	1.a. Thank You 5.a. Accident Potential Zones
WILST0017	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WILST0018	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WILST0019	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WILVA0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
WINDI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WINER0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.d. Day-Night Average Sound Level Metric 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 5.d. Environmental Health Risks and Safety Risks to Children 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve
WINEV0001	1.a. Thank You 7.c. Noise Disclosure
WINEV0002	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WINEV0003	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WINEV0004	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
WINEV0005	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WINEV0006	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WINEV0007	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WINEV0008	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WINEV0009	1.a. Thank You 4.r. Nonauditory Health Effects
WINEV0010	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
WINEV0011	1.a. Thank You 4.q. Potential Hearing Loss
WINEV0012	1.a. Thank You 13.a. Environmental Justice Impacts
WINEV0013	1.a. Thank You 4.q. Potential Hearing Loss
WINEV0014	1.a. Thank You 4.j. Other Reports
WINEV0015	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WINEV0016	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WINEV0017	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
WINEV0018	1.a. Thank You 1.d. General Project Concerns
WINEV0019	1.a. Thank You 4.l. Points of Interest
WINGA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.n. Speech Interference (Indoor and Outdoor) 12.h. Tourism 12.n. Quality of Life
WINGR0001	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 7.h. San Juan Islands National Monument
WINMA0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WINSU0001	1.a. Thank You 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WISBI0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
WISBI0002	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area
WISER0001	1.a. Thank You
WISSU0001	1.a. Thank You 4.q. Potential Hearing Loss
WISSU0002	1.a. Thank You 4.r. Nonauditory Health Effects
WISSU0003	1.a. Thank You 4.r. Nonauditory Health Effects
WISSU0004	1.a. Thank You 4.j. Other Reports
WISSU0005	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WISSU0006	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WISSU0007	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WISSU0008	1.a. Thank You 4.r. Nonauditory Health Effects
WISSU0009	1.a. Thank You 13.a. Environmental Justice Impacts
WISSU0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WISSU0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WODJA0001	1.a. Thank You 2.a. Purpose and Need 2.k. Range of Alternatives 2.l. No Action Alternative 2.m. Record of Decision/Preferred Alternative 3.a. Aircraft Operations 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 5.a. Accident Potential Zones 7.e. Impacts to Recreation from Noise/Operations 7.g. Ebey's Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 12.n. Quality of Life
WODJA0002	1.a. Thank You 5.a. Accident Potential Zones
WOHZO0001	1.a. Thank You 2.a. Purpose and Need
WOLBA0001	1.a. Thank You 4.r. Nonauditory Health Effects
WOLBA0002	1.a. Thank You 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WOLCO0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 12.o. Cost-Benefit Analysis 15.a. Infrastructure
WOLCO0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WOLCO0003	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WOLCO0004	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts
WOLKA0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WOLVI0001	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WOLVI0002	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WOLVI0003	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WOLVI0004	1.a. Thank You 4.q. Potential Hearing Loss
WOLVI0005	1.a. Thank You 4.r. Nonauditory Health Effects
WOLVI0006	1.a. Thank You 4.r. Nonauditory Health Effects
WOLVI0007	1.a. Thank You 4.q. Potential Hearing Loss
WOMCA0001	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 3.d. Arrivals and Departures 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.b. Overtasking/Overloading of Air Traffic Control at Ault Field and Elsewhere 10.b. Biological Resources Impacts 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
WONKA0001	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WOOAR0001	1.a. Thank You
WOOFR0001	1.a. Thank You 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance
WOOGR0001	1.a. Thank You 12.h. Tourism 12.n. Quality of Life
WOOGR0002	1.a. Thank You
WOOGR0003	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.l. Bird Migration
WOOGR0004	1.a. Thank You 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.d. Program of Record for Buying Growler Aircraft 3.a. Aircraft Operations
WOOGR0005	1.a. Thank You 12.j. Property Values
WOOGR0006	1.a. Thank You
WOOGR0007	1.a. Thank You 4.o. Classroom Learning Interference 7.j. Impacts on Outdoor Sports
WOOGR0008	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WOOGR0009	1.a. Thank You 4.m. Supplemental Metrics 4.q. Potential Hearing Loss
WOOJE0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
WOOJE0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WOOJE0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
WOOJE0004	1.a. Thank You 4.j. Other Reports
WOOJE0005	1.a. Thank You 4.r. Nonauditory Health Effects
WOOJE0006	1.a. Thank You 4.q. Potential Hearing Loss
WOOJE0007	1.a. Thank You 7.c. Noise Disclosure
WOOJE0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WOOJE0009	1.a. Thank You 13.a. Environmental Justice Impacts
WOOJE0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WOOJE0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WOOJE0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WOOJE0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WOOJE0014	1.a. Thank You 4.q. Potential Hearing Loss
WOOJE0015	1.a. Thank You 4.r. Nonauditory Health Effects
WOOJE0016	1.a. Thank You 1.d. General Project Concerns 2.h. Next Steps 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 10.c. Wildlife Sensory Disturbance and Habituation 12.h. Tourism
WOOPA0001	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WOOPA0002	1.a. Thank You 2.a. Purpose and Need 2.c. Compliance with the National Environmental Policy Act 2.l. No Action Alternative 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
WOOWA0001	1.a. Thank You 19.d. Electronic Warfare
WOOWA0002	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.r. Nonauditory Health Effects
WORDA0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
WORDA0002	1.a. Thank You 1.e. Risk of Terrorist Attack 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.a. Regional Land Use and Community Character 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.i. Housing Access and Affordability 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life 13.a. Environmental Justice Impacts
WORKA0001	1.a. Thank You 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 9.a. Consideration of Tribes 10.b. Biological Resources Impacts 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 18.b. Average Carbon Dioxide per Aircraft 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
WRIDE0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat
WRIDE0002	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WRIJA0001	1.a. Thank You 2.h. Next Steps 3.a. Aircraft Operations 7.d. Recreation and Wilderness Analysis and Study Area 12.i. Housing Access and Affordability 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WRIJO0001	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 10.c. Wildlife Sensory Disturbance and Habituation 12.b. Invisible Costs
WRIJO0002	1.a. Thank You 12.n. Quality of Life
WROJO0001	1.a. Thank You 2.a. Purpose and Need 2.j. Costs of the Proposed Action 4.j. Other Reports 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 9.a. Consideration of Tribes 10.b. Biological Resources Impacts 12.h. Tourism 12.n. Quality of Life
WROJO0002	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
WRUST0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
WU`KA0001	1.a. Thank You 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 8.c. Noise and Vibration Impacts to Cultural Resources 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 12.j. Property Values
WUERO0001	1.a. Thank You 4.n. Speech Interference (Indoor and Outdoor) 4.p. Sleep Disturbance 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts
WURSA0001	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WURSA0002	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WURSA0003	1.a. Thank You 4.j. Other Reports
WURSA0004	1.a. Thank You 4.r. Nonauditory Health Effects
WURSA0005	1.a. Thank You 4.q. Potential Hearing Loss
WURSA0006	1.a. Thank You 7.c. Noise Disclosure
WURSA0007	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WURSA0008	1.a. Thank You 13.a. Environmental Justice Impacts
WURSA0009	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WURSA0010	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WURSA0011	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WURSA0012	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WURSA0013	1.a. Thank You 4.q. Potential Hearing Loss
WURSA0014	1.a. Thank You 4.r. Nonauditory Health Effects
WUSCL0001	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
WUSCL0002	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WUSCL0003	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
WUSCL0004	1.a. Thank You 4.j. Other Reports
WUSCL0005	1.a. Thank You 4.q. Potential Hearing Loss
WUSCL0006	1.a. Thank You 4.r. Nonauditory Health Effects
WUSCL0007	1.a. Thank You 7.c. Noise Disclosure
WUSCL0008	1.a. Thank You 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.h. Runway Usage, Flight Tracks, and Altitudes 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children
WUSCL0009	1.a. Thank You 13.a. Environmental Justice Impacts
WUSCL0010	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WUSCL0011	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WUSCL0012	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WUSCL0013	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WUSCL0014	1.a. Thank You 4.q. Potential Hearing Loss
WUSCL0015	1.a. Thank You 4.r. Nonauditory Health Effects
WUSCL0016	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey’s Landing National Historical Reserve 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
WUSCL0017	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest
WUSCL0018	1.a. Thank You 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources
WUSCL0019	1.a. Thank You 1.c. Segmentation and Connected Actions 2.d. Program of Record for Buying Growler Aircraft
WUSCL0020	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WUSCL0021	1.a. Thank You 19.d. Electronic Warfare
WUSCL0022	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps
WUSCL0023	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
WUSCL0024	1.a. Thank You 2.h. Next Steps 2.m. Record of Decision/Preferred Alternative

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WUSCL0025	1.a. Thank You 1.c. Segmentation and Connected Actions 2.i. Proposed Action 4.f. Noise Measurements/Modeling/On-Site Validation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
WUSCL0026	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WUSCL0027	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.m. Supplemental Metrics
WUSCL0028	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.i. Other Noise Metrics Not Currently in Analysis 4.m. Supplemental Metrics
WUSCL0029	1.a. Thank You 4.m. Supplemental Metrics
WUSCL0030	1.a. Thank You 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model
WUSCL0031	1.a. Thank You 1.c. Segmentation and Connected Actions 4.a. General Noise Modeling 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis
WUSCL0032	1.a. Thank You 4.t. Noise Mitigation
WUSCL0033	1.a. Thank You 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations
WUSCL0034	1.a. Thank You 4.m. Supplemental Metrics
WUSCL0035	1.a. Thank You 4.t. Noise Mitigation 12.k. Compensation to Citizens for Private Property
WUSCL0036	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act
WUSCL0037	1.a. Thank You 3.d. Arrivals and Departures 5.a. Accident Potential Zones
WUSCL0038	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WUSCL0039	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WUSCL0040	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
WUSCL0041	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 19.h. Cumulative Impacts on Biological Resources

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WUSCL0042	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 19.h. Cumulative Impacts on Biological Resources
WUSCL0043	1.a. Thank You 1.b. Best Available Science and Data 19.d. Electronic Warfare
WUSSH0001	1.a. Thank You 4.e. Day-Night Average Sound Level Contours and Noise 4.l. Points of Interest
WUSSH0002	1.a. Thank You 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources
WUSSH0003	1.a. Thank You 1.c. Segmentation and Connected Actions 2.d. Program of Record for Buying Growler Aircraft
WUSSH0004	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WUSSH0005	1.a. Thank You 19.d. Electronic Warfare
WUSSH0006	1.a. Thank You 2.e. Public Involvement Process 2.h. Next Steps
WUSSH0007	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.h. Next Steps 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated
WUSSH0008	1.a. Thank You 1.c. Segmentation and Connected Actions 2.i. Proposed Action 4.f. Noise Measurements/Modeling/On-Site Validation 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
WUSSH0009	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.l. Points of Interest 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
WUSSH0010	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.m. Supplemental Metrics
WUSSH0011	1.a. Thank You 1.c. Segmentation and Connected Actions 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.m. Supplemental Metrics 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis
WUSSH0012	1.a. Thank You 4.t. Noise Mitigation

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WUSSH0013	1.a. Thank You 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations
WUSSH0014	1.a. Thank You 4.m. Supplemental Metrics 4.t. Noise Mitigation 12.k. Compensation to Citizens for Private Property
WUSSH0015	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 3.d. Arrivals and Departures 5.a. Accident Potential Zones
WUSSH0016	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WUSSH0017	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WUSSH0018	1.a. Thank You 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances
WUSSH0019	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 19.h. Cumulative Impacts on Biological Resources
WUSSH0020	1.a. Thank You 1.b. Best Available Science and Data 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
WUSSH0021	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 6.f. Fuel Dumping 7.g. Ebey's Landing National Historical Reserve 10.b. Biological Resources Impacts 11.d. Per- and Polyfluoroalkyl Substances 12.d. Population Impacts 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values
WUSSH0022	1.a. Thank You 4.d. Day-Night Average Sound Level Metric 4.g. Average Annual Day/Average Busy Day Noise Levels
WUSSH0023	1.a. Thank You 4.f. Noise Measurements/Modeling/On-Site Validation 4.j. Other Reports
WUSSH0024	1.a. Thank You 4.j. Other Reports

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WUSSH0025	1.a. Thank You 4.r. Nonauditory Health Effects
WUSSH0026	1.a. Thank You 4.q. Potential Hearing Loss
WUSSH0027	1.a. Thank You 7.c. Noise Disclosure
WUSSH0028	1.a. Thank You 13.a. Environmental Justice Impacts
WUSSH0029	1.a. Thank You 11.d. Per- and Polyfluoroalkyl Substances
WUSSH0030	1.a. Thank You 3.e. Field Carrier Landing Practice Patterns 3.f. Field Carrier Landing Practice Operation Totals 3.g. Field Carrier Landing Practice Evolutions and High Tempo
WUSSH0031	1.a. Thank You 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects
WUSSH0032	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects
WUSSH0033	1.a. Thank You 4.q. Potential Hearing Loss
WUSSH0034	1.a. Thank You 4.q. Potential Hearing Loss
WUSSH0035	1.a. Thank You 4.r. Nonauditory Health Effects
WYEKA0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.k. Aircraft-Wildlife Strike and Hazing/Lethal Control of Wildlife 12.c. Socioeconomic Impacts 12.h. Tourism 12.n. Quality of Life 18.a. Climate Change and Greenhouse Gases 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
WYNJE0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative 12.c. Socioeconomic Impacts 12.j. Property Values 12.k. Compensation to Citizens for Private Property
WYSAN0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
WYSDE0001	1.a. Thank You 4.t. Noise Mitigation
XXXAN0001	1.a. Thank You 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 12.c. Socioeconomic Impacts 18.b. Average Carbon Dioxide per Aircraft
XXXAN0002	1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.j. Costs of the Proposed Action 7.d. Recreation and Wilderness Analysis and Study Area 7.e. Impacts to Recreation from Noise/Operations 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.e. Naval Special Operations EA
XXXAN0003	1.a. Thank You
XXXAN0004	1.a. Thank You
XXXAN0005	1.a. Thank You
XXXAN0006	1.a. Thank You

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
XXXAN0007	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.f. Field Carrier Landing Practice Operation Totals 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 12.a. Socioeconomic Study Area 12.h. Tourism 12.n. Quality of Life 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases
XXXAN0008	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.f. Field Carrier Landing Practice Operation Totals 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 12.a. Socioeconomic Study Area 12.h. Tourism 12.n. Quality of Life 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.a. Climate Change and Greenhouse Gases

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
XXXAN0009	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered but Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
XXXAN0010	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered but Eliminated 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.m. Supplemental Metrics 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 7.h. San Juan Islands National Monument
XXXAN0011	1.a. Thank You 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.e. Public Involvement Process 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.j. Flight Simulators 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.l. Points of Interest 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.t. Noise Mitigation 10.a. Biological Resources Study Area 10.c. Wildlife Sensory Disturbance and Habituation 12.j. Property Values 12.n. Quality of Life 16.a. Geological Hazards (Seismic, Liquefaction, Bluff Erosion, and Landslides) 18.b. Average Carbon Dioxide per Aircraft 19.d. Electronic Warfare

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<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
XXXAN0012	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.b. Biological Resources Impacts 12.g. Commercial and Recreational Fishing 12.j. Property Values 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
XXXAN0013	1.a. Thank You 2.e. Public Involvement Process 2.n. Alternatives Considered But Eliminated 3.g. Field Carrier Landing Practice Evolutions and High Tempo 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.m. Supplemental Metrics 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 10.b. Biological Resources Impacts 12.g. Commercial and Recreational Fishing 12.j. Property Values 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
XXXAN0014	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism
XXXAU0001	1.a. Thank You 1.b. Best Available Science and Data 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy
XXXCI0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
XXXMA0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
XXXMA0002	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life
XXXNA0001	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects

<p>XXXTH0001</p>	<ul style="list-style-type: none"> 1.a. Thank You 1.b. Best Available Science and Data 1.d. General Project Concerns 1.e. Risk of Terrorist Attack 2.a. Purpose and Need 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.k. Range of Alternatives 2.l. No Action Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.c. Military Training Routes 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.k. Comparison of the Prowler to the Growler 4.m. Supplemental Metrics 4.n. Speech Interference (Indoor and Outdoor) 4.o. Classroom Learning Interference 4.p. Sleep Disturbance 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 4.s. Health Impact Assessment and Long-term Health Study Requests 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.d. Environmental Health Risks and Safety Risks to Children 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 6.b. National Ambient Air Quality Standards Compliance 6.f. Fuel Dumping 7.d. Recreation and Wilderness Analysis and Study Area 7.e. Impacts to Recreation from Noise/Operations 7.f. Impacts to Wilderness Areas 7.i. Deception Pass State Park and Other State Parks 8.e. Outlying Landing Field Coupeville and Coupeville History 8.f. Cultural Landscape and Impacts to Ebey’s Landing National Historical Reserve 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 10.l. Bird Migration 10.m. Impacts to Marine Species and Habitat 11.a. Groundwater 11.b. Floodplains and Wetlands 11.d. Per- and Polyfluoroalkyl Substances 12.c. Socioeconomic Impacts 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.k. Compensation to Citizens for Private Property 12.l. Community Service Impacts 12.n. Quality of Life 17.a. Hazardous Materials and Waste Impacts 18.a. Climate Change and Greenhouse Gases
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Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
	18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
XXXXX0001	1.a. Thank You
XXXXX0002	1.a. Thank You
XXXXX0003	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
XXXXX0004	1.a. Thank You
XXXXX0005	1.a. Thank You
XXXXX0006	1.a. Thank You 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated
XXXXX0007	1.a. Thank You 4.r. Nonauditory Health Effects
XXXXX0008	1.a. Thank You
XXXXX0009	1.a. Thank You 4.o. Classroom Learning Interference 7.j. Impacts on Outdoor Sports
XXXXX0010	1.a. Thank You 2.k. Range of Alternatives 4.a. General Noise Modeling 4.m. Supplemental Metrics 4.q. Potential Hearing Loss 4.r. Nonauditory Health Effects 7.d. Recreation and Wilderness Analysis and Study Area 12.e. Agriculture Analysis 12.n. Quality of Life
XXXZA0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects
YAKBI0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
YAKSU0001	1.a. Thank You 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.r. Nonauditory Health Effects

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
YATST0001	1.a. Thank You 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 8.a. Cultural Resources Area of Potential Effect 8.b. Section 106 Process 8.c. Noise and Vibration Impacts to Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
YBASA0001	1.a. Thank You 2.a. Purpose and Need 2.e. Public Involvement Process 2.j. Costs of the Proposed Action 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.b. Biological Resources Impacts 10.c. Wildlife Sensory Disturbance and Habituation 12.n. Quality of Life 18.b. Average Carbon Dioxide per Aircraft

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
YOMNI0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
YORTR0001	1.a. Thank You 4.r. Nonauditory Health Effects
YORTR0002	1.a. Thank You 2.k. Range of Alternatives 4.f. Noise Measurements/Modeling/On-Site Validation 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 19.d. Electronic Warfare
YORTR0003	1.a. Thank You 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 10.c. Wildlife Sensory Disturbance and Habituation 12.h. Tourism 12.n. Quality of Life

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
YOUAT0001	1.a. Thank You 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 5.c. Condition of Outlying Landing Field Coupeville 5.d. Environmental Health Risks and Safety Risks to Children 5.e. Lack of First Responders at Outlying Landing Field Coupeville 7.d. Recreation and Wilderness Analysis and Study Area 7.g. Ebey’s Landing National Historical Reserve 7.j. Impacts on Outdoor Sports 10.b. Biological Resources Impacts 10.m. Impacts to Marine Species and Habitat 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.f. Economic Hardship and Impacts 12.h. Tourism 12.j. Property Values 12.l. Community Service Impacts 12.m. Education Impacts 12.n. Quality of Life 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
YOUDE0001	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
YOUJO0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments
YOUJO0002	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
YOUMA0001	1.a. Thank You 1.d. General Project Concerns 2.a. Purpose and Need 2.n. Alternatives Considered But Eliminated 4.p. Sleep Disturbance 4.r. Nonauditory Health Effects

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
YOUME0001	1.a. Thank You 2.e. Public Involvement Process 2.f. Use of Public Comments 2.n. Alternatives Considered But Eliminated 4.o. Classroom Learning Interference 4.q. Potential Hearing Loss 6.b. National Ambient Air Quality Standards Compliance 7.j. Impacts on Outdoor Sports 11.a. Groundwater 12.c. Socioeconomic Impacts 12.h. Tourism 12.m. Education Impacts
YOUSI0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
YVOKA0001	1.a. Thank You 2.k. Range of Alternatives 4.r. Nonauditory Health Effects
YVOKA0002	1.a. Thank You 2.c. Compliance with the National Environmental Policy Act 2.e. Public Involvement Process 2.k. Range of Alternatives 2.n. Alternatives Considered But Eliminated 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.f. Noise Measurements/Modeling/On-Site Validation 4.g. Average Annual Day/Average Busy Day Noise Levels 4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations 4.j. Other Reports 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 7.h. San Juan Islands National Monument 12.a. Socioeconomic Study Area 12.h. Tourism 12.j. Property Values
ZABPA0001	1.a. Thank You 3.a. Aircraft Operations 3.f. Field Carrier Landing Practice Operation Totals 4.n. Speech Interference (Indoor and Outdoor) 4.r. Nonauditory Health Effects 4.v. Impacts to Domestic Pets, Livestock, or Wildlife

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ZALAN0001	1.a. Thank You 1.b. Best Available Science and Data 1.c. Segmentation and Connected Actions 2.b. Scope of the Environmental Impact Statement and Analysis Conducted 2.c. Compliance with the National Environmental Policy Act 2.d. Program of Record for Buying Growler Aircraft 2.e. Public Involvement Process 2.h. Next Steps 2.i. Proposed Action 2.k. Range of Alternatives 2.m. Record of Decision/Preferred Alternative 2.n. Alternatives Considered But Eliminated 3.a. Aircraft Operations 3.b. Flight Tracks and Federal Aviation Administration Regulations 3.d. Arrivals and Departures 4.a. General Noise Modeling 4.b. NOISEMAP Model, Modeling Methodology, and Noise Sources 4.c. Advanced Acoustic Model 4.d. Day-Night Average Sound Level Metric 4.e. Day-Night Average Sound Level Contours and Noise 4.f. Noise Measurements/Modeling/On-Site Validation 4.i. Other Noise Metrics Not Currently in Analysis 4.l. Points of Interest 4.m. Supplemental Metrics 4.t. Noise Mitigation 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 5.a. Accident Potential Zones 8.a. Cultural Resources Area of Potential Effect 8.c. Noise and Vibration Impacts to Cultural Resources 8.j. City of Port Townsend Cultural Resources 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts 10.f. Endangered Species Impact Analysis Adequacy 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.k. Compensation to Citizens for Private Property 19.a. Scope of Cumulative Analysis 19.b. Revised Cumulative Impacts Analysis 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare 19.h. Cumulative Impacts on Biological Resources
ZEEAL0001	1.a. Thank You 2.k. Range of Alternatives 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 7.d. Recreation and Wilderness Analysis and Study Area 10.b. Biological Resources Impacts 18.b. Average Carbon Dioxide per Aircraft 18.d. Washington State Greenhouse Gas Goals 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare

Table M-1 Comprehensive List of Comments and Responses to Comments

<i>Alphanumeric Number</i>	<i>Response Title/Code</i>
ZELTH0001	1.a. Thank You 2.e. Public Involvement Process 4.o. Classroom Learning Interference 4.r. Nonauditory Health Effects 5.a. Accident Potential Zones 7.b. Land Use Compatibility and Air Installations Compatible Use Zones 11.d. Per- and Polyfluoroalkyl Substances 12.e. Agriculture Analysis 12.h. Tourism 12.j. Property Values 12.m. Education Impacts 12.n. Quality of Life
ZENHE0001	1.a. Thank You 4.r. Nonauditory Health Effects 4.t. Noise Mitigation 12.n. Quality of Life
ZENTO0001	1.a. Thank You 2.m. Record of Decision/Preferred Alternative
ZERLA0001	1.a. Thank You 4.q. Potential Hearing Loss 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle) 9.a. Consideration of Tribes 10.c. Wildlife Sensory Disturbance and Habituation 10.l. Bird Migration 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training 19.d. Electronic Warfare
ZIMDA0001	1.a. Thank You 4.t. Noise Mitigation
ZIMLU0001	1.a. Thank You 12.j. Property Values
ZIMMA0001	1.a. Thank You 3.a. Aircraft Operations 4.a. General Noise Modeling 4.m. Supplemental Metrics 11.a. Groundwater 11.d. Per- and Polyfluoroalkyl Substances 12.j. Property Values 12.n. Quality of Life 17.a. Hazardous Materials and Waste Impacts
ZIMSU0001	1.a. Thank You 4.v. Impacts to Domestic Pets, Livestock, or Wildlife 10.a. Biological Resources Study Area 10.b. Biological Resources Impacts
ZOOWE0001	1.a. Thank You 2.k. Range of Alternatives 12.k. Compensation to Citizens for Private Property
ZUBSU0001	1.a. Thank You 7.d. Recreation and Wilderness Analysis and Study Area

M4 Response to Comment

The Navy received 4,335 comments on the Draft Environmental Impact Statement (EIS). For the purposes of publishing this appendix, comments and their associated comment responses are not reproduced in full. Most public comments were at least two pages in length, with numerous comments of 10 to 20 pages or more. All public comments received are part of the administrative record for the project.

The Comment Response Key (M2) provides the detailed comment responses for public comment organized by topic/resource area in the order in which the resource topics are discussed in the Final EIS. All comments received have been assigned an appropriate comment response code(s). For ease of review, we have included a comment response index (M3) that lists each comment using the commenter's alphanumeric code with corresponding response codes for every comment submitted.

Full-length comments and their corresponding comment responses are published in their entirety and made available online at the following location:

- <http://whidbeyeis.com/>

Additionally, digital copies of all full-length comments and their corresponding comment responses are available for review at the following 22 area public libraries:

- Anacortes Public Library
- Bellingham Public Library
- Burlington Public Library
- Camano Island Library
- Clinton Library
- Coupeville Library
- Freeland Library
- Guemes Island Library
- Jefferson County Library
- La Conner Regional Library
- Langley Library
- Lopez Island Public Library
- Lummi Island Library
- Mount Vernon City Library
- North Olympic Library System, Port Angeles
- North Olympic Library System, Sequim
- Oak Harbor City Library
- Orcas Island Public Library
- Port Townsend Public Library
- San Juan Island Library
- Seattle Central Public Library
- Sedro-Woolley Library

M5 References

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