



This event  
is obscene.  
You should be  
ashamed.

### EA-GROWLER

FUEL USE / HR. = 1,304 Gallons

= the fuel to drive an average car  
29,500 miles, or for 656 cars  
driving an hour at 45 mph.

EXHAUST / HR. = 12.5 metric tons of CO<sub>2</sub>

= 23% more than emissions per capita  
for Washington citizens including  
commercial and industrial/YEAR

COST / PLANE = \$68.2 Million bucks *wasted*

DAMAGE TO WILDLIFE?

*YES*

DAMAGE TO HEARING?

*YES*

DAMAGE to the SANCTITY of the NATIONAL PARK?

*YES*

DAMAGE to the ENVIRONMENT ON WHICH WE DEPEND?

WHAT COULD THIS MONEY BUY INSTEAD?

*YES*

STATISTICS FROM CITIZENS OF EBEYS RESERVE

- 1.a. Thank You
- 10.a. Biological Resources Study Area
- 10.b. Biological Resources Impacts
- 12.c. Socioeconomic Impacts
- 18.b. Average Carbon Dioxide per Aircraft
- 4.q. Potential Hearing Loss
- 4.v. Impacts to Domestic Pets, Livestock, or Wildlife

## The United States Navy, Naughty Neighbor, Spoiled Child of our Military Might

We are being asked today to comment on the Navy's EIS about doubling the number of Growler aircraft to be stationed at WINAS. I'd like to say the Navy asking us to approve this move is a joke. The joke is on us all of us who would imagine the Navy gives a damn what we say. I'd like to say why I feel this is so.

The Navy is run amuck here are some examples; Navy Seals are conducting cloak and dagger exercises at our water front state parks.

Taking over Olympic National Park for electronic warfare training. What could be a better enhancement to a few days camping and climbing in the Olympics? Was that what the National Parks were intended for. Where is the enemy? Are we going to use electronic warfare to fight the Taliban, a few guys running around with rifles?

They already blast NW Washington with awful jet noise, which often goes on all day and into the night. What happens after they import their new jets, will they not want to double it again? (If you have ever been to Norfolk Va. you know there's no limit to what they can expect people to put up with).

The Navy has no regard for Sea mammals and the oceans; the Navy's own documents reveal that it plans to dump 20,000 tons of heavy metals and other toxic compounds into the oceans.

The Navy is ridiculously funded and yet there is simply no modern example of ways in which spending more \$ on "defense" makes America more safe. President Bush started two wars on false pretenses neither of which has ended and in fact they inspired warfare throughout the mid-east. These and other actions have made more enemy's then we can kill and has made it unsafe for Americans to travel in much of the world.

Other delights about "defense" spending are\*;

The US has 10 aircraft carriers with two under construction, the rest of the world has 9. Russia 1, India 1, China 1, Thailand 1, Brazil 1. Only Russia and China are potential enemy's all the rest belong to ally's.

This year the US will spend 597.5 billion as much as the next 12 countries combined.

We spend \$ 1,850 for every man, woman, child & unemployed person in America.

\*Wikipedia statistics.

1.a. Thank You

1.b. Best Available Science and Data

1.d. General Project Concerns

19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

19.d. Electronic Warfare

19.e. Naval Special Operations EA

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

1.a. Thank You

We hear the jets  
Hear the jets every way  
From early <sup>in</sup> morning ~~to~~ until late in the day

We hear the jets  
And it makes our ears ring  
We can't garden in peace  
We can't hear ourselves sing ~~gggggggggg~~

We hear the jets  
And we <sup>are</sup> ~~are~~ here to say  
Please send our concerns along we prayyyyyyyyy  
( end with various prayer gestures)

The song we sang during  
The comment meeting

1.a. Thank You

We hear the jets  
Hear the jets every way  
From early morning <sup>n</sup> until late in the day

We hear the jets  
And it makes our ears ring  
We can't garden in peace  
We can't hear ourselves singggggggggg

We hear the jets  
And we're <sup>are</sup> here to say  
Please send our concerns along we prayyyyyyyyy  
( end with various prayer gestures)

1.a. Thank You

We hear the jets  
Hear the jets every way  
From early morning <sup>IN</sup> until late in the day

We hear the jets  
And it makes our ears ring  
We can't garden in peace  
We can't hear ourselves singggggggggg

We hear the jets  
And we're <sup>are</sup> here to say  
~~Please~~ send our concerns along we prayyyyyyyyyy  
( end with various prayer gestures)

1, 2, 1, 2, 3

1.a. Thank You

1

We hear the jets

Hear the jets every way

From early morning until late in the day

We hear the jets

2

And it makes our ears ring

We can't garden in peace

We can't hear ourselves singggggggggg

3

We hear the jets

And we're here to say

Please send our concerns along we prayyyyyyyyyy

(end with various prayer gestures)

## Questions for the Draft EIS Open House Stations

### Station 1 Project Overview

The Proposed Action will "construct and renovate facilities at Ault Field to accommodate additional Growler aircraft."

- Has any construction or renovation started? If yes, how can that be done without a Final EIS?

### Station 2 Alternatives

The three Alternatives seem very similar from a community and environmental impact perspective.

- Why isn't there an alternative that carries out the mission without additional Growlers and instead deploys newer technology, such as UCLASS unmanned jets?
- How will the Navy decide among the alternatives? Are there decision criteria? What's most important?

Mitigation measures are barely discussed in the Draft EIS and there are no commitments.

- What noise mitigation measures will be in place to dampen the Growler noise which is reaching far into San Juan County?
- When will a Hush House be built to reduce engine test noise?
- When will jet blast deflectors be installed to send engine run-up noise upward instead of blasting into San Juan County?

### Station 3 Airfield Operations

There is a great deal of information about flight paths and the characteristics along those paths, but we are having trouble understanding the connection to impacts in San Juan County.

- Identify the flight paths which take the Growlers over our school, Lopez Village and North Lopez.
- Why is it necessary for them to fly over the school and village?
- What portion of the training events are the Growler pilots under radar control - Instrument Flight Rules (IFR)?
- If not under IFR Rules are they free to fly wherever they want?
- What are the published altitudes Growlers are required to fly over Lopez?
- What are the power settings for their flights over Lopez?
- Is the landing gear up or down? Why do we see jets over Lopez flying "dirty"?

The booklet shows that Days of Field Carrier Landing Practice (FCLP) at OLF in 2015 totaled 34 active days.

- How many active days of FCLP occurred at Ault?
- How many hours of FCLP's occurred at Ault?

Night time activity is extremely disruptive.

- Why not limit night time flight hours so that San Juan County is not battered by night training?

### Station 4 Aircraft Noise/Noise Study Results

The EIS compares the increased flight activity in the 70's, 80's and 90's to the current proposals, suggesting that there is no additional impact. Perhaps the the total number of flights would be similar but the noise would not be comparable. The older Prowlers did not have afterburners, the Growlers do.

1.a. Thank You

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

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)

- How do you account for the Growlers being much louder than the Prowlers because of their afterburners? Isn't this statement misleading?

For all the Alternatives the number of Field Carrier Landing Practices (FCLP) would roughly double (looking at Scenario B) from a base of 20,800 (No Action) to: 43,800 (Alt 1); 42,000 (Alt2); 41,900 (Alt3).

- How have you evaluated the consequences of roughly doubling the number of FCLPs?

The section on Noise and Vibration Associated with Operational Impacts, beginning on page 4-19, goes into great detail on low frequency vibration potential impacts on structures. It also provides measured data on very loud levels of low frequency noise as measured with C-weighting.

- Why does Section 3.2 - Noise Associated with Aircraft Operations - not mention the signature low-frequency noise of the Growler?
- Why isn't this information evaluated for health effects?
- Why isn't C-weighting also used throughout the EIS?

On page 4-193 it states "a person inside a structure can sense noise through vibration of the primary components of a building, such as the floors, walls, and windows; by the rattling of objects. The low frequency reaches far into San Juan County.

- Why haven't you evaluated the impacts of the vibrations on humans?

The analysis looks at noise events that will wake people up – but neglects to consider how the population can get to sleep with the Growlers roaring far into the night. Lopez experiences 65 – 80dBA. On page 15 of meeting booklet that is the blue area and is defined as Moderately Loud. That is like trying to fall asleep with a vacuum cleaner roaring.

- Why didn't you also evaluate the impacts on falling asleep?
- What mitigation is planned that will allow us to have peaceful nights?

San Juan County is outside of the 65 dBA day-night average sound level (DNL) envelope. Yet over 6,000 noise complaints have been recorded on the SJC noise map due to loud, startling and concentrated flying activity.

- How do you reconcile averaging noise impacts over 24 hours using the DNL metric when we have 6000 citizen reports on annoyance and disruption?

The EIS noise analysis is based on computer modeling. SJC citizen noise reports regularly identify significant disruption, annoyance and health. It is well understood that low frequency sounds are not reduced over distance in the same manner as higher frequencies.

- Why hasn't the Navy taken actual noise measurements in San Juan County to benchmark the model predictions?

**BOTTOM LINE:** Why isn't the noise analysis so deficient that it can not support a decision?

#### Station 5 Community Resources

The EIS states "It is a priority for the Navy to promote the well-being of individuals residing in the communities surrounding its installations." Most people move to Lopez for peace and quiet and the community. Visitors are often astounded that the Navy is allowed to do this in a place that is know for its

beauty and whose economy is built on tourism and recreation. Our property values are threatened. Some of our residents are trying to move to other parts of San Juan County to escape the relentless noise.

- What are the benefits of having the Navy as a neighbor in San Juan County?
- How do you intend to preserve the well-being of San Juan County as you double the number of FCLP's?

#### Station 6 Natural Resources

The EIS states that birds are habituated to the noise.

- Have you studied the resident and migratory bird populations the are along the southern edge of Lopez Island?
- Have you observed the startle effects in the bird populations as the Growlers screams over?
- Can you support your statement that birds are habituated to the noise?

Our community is very concerned about Climate Change, and has been proactive in r during our carbon footprint. It is frustrating that the Navy is proposing to significantly increase the number of Growlers and the flight activity.

- How many hours do the Growlers fly annually to and from NASWI? Including FCLP's, CCA's, Inter Complex travel? Training flights over the Olympic Peninsula? Down the Pacific Coast? Over the North Cascades?
- What is the total CO2 output per Growler annually? Our figures show a Growler emits 12.5 metric tones of CO2/hour.

According to a 2014 article in the Whidbey News Times, Ault Field may be the point of origin of a significant geological event – which if it occurred again would destroy Aunt Field. Geologists note that annually there are 317 earthquakes within a 35 mile radius from Coupeville and North Whidbey has three fault systems running through it.

- What are you doing to assess the risks of the fault which runs under Ault Field?

#### Station 7 Cultural Resources

(No questions)

#### Station 8 Public Involvement

Our community wants to meet directly with the Navy decision makers so they can hear our concerns. We want them to experience the wall of low frequency noise we experience..

- When will you arrange for a meeting?
- When will the Navy hold a meeting for our neighbors in the Victoria, BC area who are also impacted by the Growler noise?

## Questions for the Draft EIS Open House Stations

### Station 1 Project Overview

The Proposed Action will "construct and renovate facilities at Ault Field to accommodate additional Growler aircraft."

- Has any construction or renovation started? If yes, how can that be done without a Final EIS?

### Station 2 Alternatives

The three Alternatives seem very similar from a community and environmental impact perspective.

- Why isn't there an alternative that carries out the mission without additional Growlers and instead deploys newer technology, such as UCLASS unmanned jets?
- How will the Navy decide among the alternatives? Are there decision criteria? What's most important?

Mitigation measures are barely discussed in the Draft EIS and there are no commitments.

- What noise mitigation measures will be in place to dampen the Growler noise which is reaching far into San Juan County?
- When will a Hush House be built to reduce engine test noise?
- When will jet blast deflectors be installed to send engine run-up noise upward instead of blasting into San Juan County?

### Station 3 Airfield Operations

There is a great deal of information about flight paths and the characteristics along those paths, but we are having trouble understanding the connection to impacts in San Juan County.

- Identify the flight paths which take the Growlers over our school, Lopez Village and North Lopez.
- Why is it necessary for them to fly over the school and village?
- What portion of the training events are the Growler pilots under radar control - Instrument Flight Rules (IFR)?
- If not under IFR Rules are they free to fly wherever they want?
- What are the published altitudes Growlers are required to fly over Lopez?
- What are the power settings for their flights over Lopez?
- Is the landing gear up or down? Why do we see jets over Lopez flying "dirty"?

The booklet shows that Days of Field Carrier Landing Practice (FCLP) at OLF in 2015 totaled 34 active days.

- How many active days of FCLP occurred at Ault?
- How many hours of FCLP's occurred at Ault?

Night time activity is extremely disruptive.

- Why not limit night time flight hours so that San Juan County is not battered by night training?

### Station 4 Aircraft Noise/Noise Study Results

The EIS compares the increased flight activity in the 70's, 80's and 90's to the current proposals, suggesting that there is no additional impact. Perhaps the the total number of flights would be similar but the noise would not be comparable. The older Prowlers did not have afterburners, the Growlers do.

1.a. Thank You

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

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)

- How do you account for the Growlers being much louder than the Prowlers because of their afterburners? Isn't this statement misleading?

For all the Alternatives the number of Field Carrier Landing Practices (FCLP) would roughly double (looking at Scenario B) from a base of 20,800 (No Action) to: 43,800 (Alt 1); 42,000 (Alt2); 41,900 (Alt3).

- How have you evaluated the consequences of roughly doubling the number of FCLPs?

The section on Noise and Vibration Associated with Operational Impacts, beginning on page 4-19, goes into great detail on low frequency vibration potential impacts on structures. It also provides measured data on very loud levels of low frequency noise as measured with C-weighting.

- Why does Section 3.2 - Noise Associated with Aircraft Operations - not mention the signature low-frequency noise of the Growler?
- Why isn't this information evaluated for health effects?
- Why isn't C-weighting also used throughout the EIS?

On page 4-193 it states "a person inside a structure can sense noise through vibration of the primary components of a building, such as the floors, walls, and windows; by the rattling of objects. The low frequency reaches far into San Juan County.

- Why haven't you evaluated the impacts of the vibrations on humans?

The analysis looks at noise events that will wake people up – but neglects to consider how the population can get to sleep with the Growlers roaring far into the night. Lopez experiences 65 – 80dBA. On page 15 of meeting booklet that is the blue area and is defined as Moderately Loud. That is like trying to fall asleep with a vacuum cleaner roaring.

- Why didn't you also evaluate the impacts on falling asleep?
- What mitigation is planned that will allow us to have peaceful nights?

San Juan County is outside of the 65 dBA day-night average sound level (DNL) envelope. Yet over 6,000 noise complaints have been recorded on the SJC noise map due to loud, startling and concentrated flying activity.

- How do you reconcile averaging noise impacts over 24 hours using the DNL metric when we have 6000 citizen reports on annoyance and disruption?

The EIS noise analysis is based on computer modeling. SJC citizen noise reports regularly identify significant disruption, annoyance and health. It is well understood that low frequency sounds are not reduced over distance in the same manner as higher frequencies.

- Why hasn't the Navy taken actual noise measurements in San Juan County to benchmark the model predictions?

**BOTTOM LINE:** Why isn't the noise analysis so deficient that it can not support a decision?

#### Station 5 Community Resources

The EIS states "It is a priority for the Navy to promote the well-being of individuals residing in the communities surrounding it's installations." Most people move to Lopez for peace and quiet and the community. Visitors are often astounded that the Navy is allowed to do this in a place that is know for it's

beauty and whose economy is built on tourism and recreation. Our property values are threatened. Some of our residents are trying to move to other parts of San Juan County to escape the relentless noise.

- What are the benefits of having the Navy as a neighbor in San Juan County?
- How do you intend to preserve the well-being of San Juan County as you double the number of FCLP's?

#### **Station 6 Natural Resources**

The EIS states that birds are habituated to the noise.

- Have you studied the resident and migratory bird populations the are along the southern edge of Lopez Island?
- Have you observed the startle effects in the bird populations as the Growlers screams over?
- Can you support your statement that birds are habituated to the noise?

Our community is very concerned about Climate Change, and has been proactive in r during our carbon footprint. It is frustrating that the Navy is proposing to significantly increase the number of Growlers and the flight activity.

- How many hours do the Growlers fly annually to and from NASWI? Including FCLP's, CCA's, Inter Complex travel? Training flights over the Olympic Peninsula? Down the Pacific Coast? Over the North Cascades?
- What is the total CO2 output per Growler annually? Our figures show a Growler emits 12.5 metric tones of CO2/hour.

According to a 2014 article in the Whidbey News Times, Ault Field may be the point of origin of a significant geological event – which if it occurred again would destroy Aunt Field. Geologists note that annually there are 317 earthquakes within a 35 mile radius from Coupeville and North Whidbey has three fault systems running through it.

- What are you doing to assess the risks of the fault which runs under Ault Field?

#### **Station 7 Cultural Resources**

(No questions)

#### **Station 8 Public Involvement**

Our community wants to meet directly with the Navy decision makers so they can hear our concerns. We want them to experience the wall of low frequency noise we experience..

- When will you arrange for a meeting?
- When will the Navy hold a meeting for our neighbors in the Victoria, BC area who are also impacted by the Growler noise?

## Suggested Comments on the Navy Draft EIS

### 1. Not evaluating the low-frequency noise characteristics of the Growler

Section 3.2 - Noise Associated with Aircraft Operations - makes no mention of the signature low-frequency noise of the Growler. All of the noise analysis is solely based on A-weighted sound (dBA) which ignores the lower frequencies, and is therefore deficient.

Nevertheless, the Draft EIS at 4-194 states "... the 2012 study included a brief examination of low-frequency noise associated with Growler overflights at 1,000 feet AGL in takeoff, cruise, and approach configuration/power conditions ... The study found that takeoff condition ... overall C-weighted sound level of 115 dBC. The Growler would exhibit C-weighted sound levels up to 101 dBC when cruising and 109 dBC (gear down) at approach." Page 4-193 states "According to Hubbard (1982), a person inside a structure can sense noise through vibration of the primary components of a building, such as the floors, walls, and windows; by the rattling of objects; ..."

The World Health Organization "Guidelines on Community Noise" (Berglund, 1999)  
<http://apps.who.int/iris/bitstream/10665/66217/1/a68672.pdf> states:

"When prominent low frequency components are present, noise measures based on A-weighting are inappropriate;"

"Since A-weighting underestimates the sound pressure level of noise with low frequency components, a better assessment of health effects would be to use C-weighting"

Closing windows and doors provides limited reduction for low frequency noise entering a building as measured by sound Transmission Loss tests (see graph on <http://windowanddoor.com/article/04-april-2007/understanding-basics-sound-control>). Therefore assumptions throughout the study assuming an average noise level reduction with windows closed is optimistic.

**RECOMMENDATION: Evaluate impacts of the Growler at low frequencies (C-weighted, dBC).**

### 2. Discounting Health Effects of Noise

The Draft EIS at 3-22 states "No studies have shown a definitive causal and significant relationship between aircraft noise and health. Inconsistent results from studies examining noise exposure and cardiovascular health have led the World Health Organization (2000) to conclude that there was only a weak association between long-term noise exposure and hypertension and cardiovascular effects."

The statement above disagrees with multiple findings in the WHO "Guidelines on Community Noise" (Berglund, 1999):

"For a good night's sleep, the equivalent sound level should not exceed 30 dB(A) for continuous background noise, and individual noise events exceeding 45 dB(A) should be avoided."

"For noise with a large proportion of low frequency sounds a still lower guideline is recommended"

"It should be noted that a large proportion of low frequency components in a noise may increase considerably the adverse effects on health"

"The evidence on low frequency noise is sufficiently strong to warrant immediate concern"

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

Waye (2004) finds "As low frequencies propagate with little attenuation through walls and windows, many people may be exposed to low frequency noise in their dwellings. Sleep disturbance, especially with regard to time to fall asleep and tiredness in the morning, are commonly reported in case studies on low frequency noise. However, the number of studies where sleep disturbance is investigated in relation to the low frequencies in the noise is limited. Based on findings from available epidemiological and experimental studies, the review gives indications that sleep disturbance due to low frequency noise warrants further concern."  
<http://www.noiseandhealth.org/text.asp?2004/6/23/87/31661>

Specific guidelines are found in the "WHO Night Noise Guidelines for Europe" (2005), Table 5.1, "Summary of effects and threshold levels for effects where sufficient evidence is available."  
[http://www.euro.who.int/\\_data/assets/pdf\\_file/0017/43316/E92845.pdf](http://www.euro.who.int/_data/assets/pdf_file/0017/43316/E92845.pdf)

During Scoping 1785 comments were submitted on Noise and Vibration and 914 on Health Effects (Table 1.9-5).

**The Navy has not demonstrated there are no health impacts from Growler noise.**

**RECOMMENDATION: Recognize the impacts of low frequency Growler noise on health.**

### 3. Exclusion of San Juan County Noise Reports

Section 1.9.5 states "The Navy continues to evaluate noise reports that have been developed by independent sources and review their findings in conjunction with this EIS analysis." Not included in the Draft EIS is data collected by San Juan County (SJC) <http://sjcgis.org/aircraft-noise-reporting/>. Data collected since May 14, 2014 has been regularly sent to NASWI.

More than 6000 citizen reports include date, time, location and noise characteristics. The Navy should correlate that data with the information they collect on flight tracks to understand what activity causes disruptive noise in SJC. Actual noise reports and measurements should be used to benchmark the computer modeled noise impacts used for evaluation and decision-making. Reports can also help to develop mitigation measures.

**RECOMMENDATION: Incorporate San Juan County noise reports in the EIS analysis.**

### 4. Exclusion of the SJI National Monument

The Draft EIS suggests that the lands and waters of the San Juan Islands National Monument are exempt from National Environmental Policy Act protection because the 2013 proclamation establishing the Monument states: "Nothing in this proclamation shall be deemed to restrict safe and efficient aircraft operations, including activities and exercises of the Armed Forces in the vicinity of the monument."

Legally, this only has the effect of preserving the status quo: it clarifies that the creation of the National Monument does not place any additional burden on the Navy to justify its operations in the vicinity. The President did not--indeed, he did not have the power to exempt the Monument area from federal laws that already applied to wildlife there. Hence creation of the Monument did not exempt the Navy from NEPA or Endangered Species Act with respect to wildlife in the Monument, such as Marbled Murrelets or marine mammals.

At 3.5.2.4 the Draft EIS acknowledges "However, the Bureau of Land Management (BLM) has determined that BLM-owned and controlled lands in the San Juan Islands National Monument possess wilderness characteristics." It also concedes that the Monument is subjected to a maximum noise level of 95 dB (SEL) an estimated 372 times per year (at 3-34)

**RECOMMENDATION: Evaluate impacts of the Alternatives on the SJI National Monument and remove language stating that the Monument is exempt from NEPA.**

##### **5. Exclusion of New Technology Alternatives**

In 2014 the Department of Defense successfully demonstrated carrier takeoff, landing, and formation flying capabilities of the unmanned X-47B prototype that is part of the Unmanned Carrier-Launched Airborne Surveillance and Strike (UCLASS) program. <http://breakingdefense.com/2014/08/x-47b-drone-manned-f-18-take-off-land-together-in-historic-test>  
The UCLASS jets can meet the Purpose and Need, delivering the same capability for electronic surveillance and attack against enemy radar and communications systems as the Growlers.

This Alternative has many benefits. Because of its inherent automation UCLASS would significantly reduce the amount of land-based training that impacts our community. It eliminates the high risk to the Growler's two-person crew from advanced anti-aircraft threats. The smaller UCLASS vehicle is lighter and uses less fuel. Eliminating the \$3 billion purchase of 36 Growlers will save taxpayer money. Some experts believe we are already flying the last generation of manned military aircraft. With a focused effort the Navy could deploy the UCLASS while the existing 82 Growlers carry out the mission.

**RECOMMENDATION: Evaluate a new Alternative that deploys UCLASS jets instead of more Growlers.**

##### **6. Lack of Commitment to Noise Mitigation**

At 1-20 the Draft EIS discusses Noise Mitigation. The only cited measure in place is "to share flight schedules and other information and to solicit public feedback." Potential measures include construction and operation of a noise suppression facility for engine maintenance (Hush House), Engine Chevrons (noise reduction) and MAGIC CARPET (automating parts of carrier landing which will reduce FCLP training activity).

Further discussion on Existing Mitigation at 3-30 states "NAS Whidbey Island has noise-abatement procedures ... to minimize aircraft noise. Airfield procedures used to minimize/abate noise ... include optimizing of flight tracks, restricting maintenance run-up hours, runway optimization, and other procedures .... 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 operational safety dictates otherwise."

Each Alternative is an irrevocable decision to add 35 or 36 Growlers at NASWI. Therefore the Navy should commit to Mitigation measures as part of the Final EIS and Record of Decision. Since experts have identified the need for additional research on health effects of low frequency noise the Navy should sponsor this research.

**RECOMMENDATION: Commit to Mitigation Measures with timelines in the Record of Decision.**

**QUIET SKIES**  
Over San Juan County

**Navy DRAFT Environmental Impact Statement (EIS)**

To add 36 Growlers to the 82 already based at  
Naval Air Station Whidbey Island (NASWI)

**Meeting with the NAVY**

Lopez Center for Community and the Arts  
Wednesday, December 7, 2016  
Drop in: 3 - 6 pm

**To view the Draft EIS:**

Hard Copy at the Lopez Library  
Online: [http://www.whidbeyeis.com/  
CurrentEISDocuments.aspx](http://www.whidbeyeis.com/CurrentEISDocuments.aspx)

- 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

**What is this meeting about?**

At the Scoping Meeting in 2014, the Navy asked for comments on what we wanted them to consider – before adding 36 Growlers to NASWI. They have supposedly done that and the Draft EIS (1,500 pages) presents the results of what they considered and their reasons for not incorporating certain public suggestions.

The Draft EIS presents 3 Action Alternatives – all of which include adding an additional 35 or 36 Growlers to NASWI.

**The meeting will be an opportunity to ask questions of the Navy personnel which may help clarify your concerns and help us create useful comments to submit.**

**Our job NOW is to read the Draft EIS and find:**

- \* Errors or new information that would change the analysis and conclusions.
- \* Things that are incorrect, incomplete or need to be clarified.
- \* A substantially different Alternative that meets the Navy purpose and need.

**We need to comment by January 25, 2017:**

This is a time to say more than "I'm opposed to adding 36 more Growlers." We have to say specifically where the Navy analysis is incorrect or incomplete. Comments need to be supported by Draft EIS page number, explanations, facts and references. **In Federal procedures only individuals who have commented can object when the Decision is made.**

Suggested comments begin on the next page. Feel free to edit or use your own words.

**Page 5 is a summary of the comments. You can fill in your name and address and drop the sheet into the comment box at the December 7th meeting.**

## Suggested Comments on the Navy Draft EIS

### 1. Not evaluating the low-frequency noise characteristics of the Growler

Section 3.2 - Noise Associated with Aircraft Operations - makes no mention of the signature low-frequency noise of the Growler. All of the noise analysis is solely based on A-weighted sound (dBA) which ignores the lower frequencies, and is therefore deficient.

Nevertheless, the Draft EIS at 4-194 states "... the 2012 study included a brief examination of low-frequency noise associated with Growler overflights at 1,000 feet AGL in takeoff, cruise, and approach configuration/power conditions ... The study found that takeoff condition ... overall C-weighted sound level of 115 dBC. The Growler would exhibit C-weighted sound levels up to 101 dBC when cruising and 109 dBC (gear down) at approach." Page 4-193 states "According to Hubbard (1982), a person inside a structure can sense noise through vibration of the primary components of a building, such as the floors, walls, and windows; by the rattling of objects; ..."

The World Health Organization "Guidelines on Community Noise" (Berglund, 1999) <http://apps.who.int/iris/bitstream/10665/66217/1/a68672.pdf> states:

"When prominent low frequency components are present, noise measures based on A-weighting are inappropriate;"

"Since A-weighting underestimates the sound pressure level of noise with low frequency components, a better assessment of health effects would be to use C-weighting"

Closing windows and doors provides limited reduction for low frequency noise entering a building as measured by sound Transmission Loss tests (see graph on <http://windowanddoor.com/article/04-april-2007/understanding-basics-sound-control>). Therefore assumptions throughout the study assuming an average noise level reduction with windows closed is optimistic.

**RECOMMENDATION: Evaluate impacts of the Growler at low frequencies (C-weighted, dBC).**

### 2. Discounting Health Effects of Noise

The Draft EIS at 3-22 states "No studies have shown a definitive causal and significant relationship between aircraft noise and health. Inconsistent results from studies examining noise exposure and cardiovascular health have led the World Health Organization (2000) to conclude that there was only a weak association between long- term noise exposure and hypertension and cardiovascular effects."

The statement above disagrees with multiple findings in the WHO "Guidelines on Community Noise" (Berglund, 1999):

"For a good night's sleep, the equivalent sound level should not exceed 30 dB(A) for continuous background noise, and individual noise events exceeding 45 dB(A) should be avoided."

"For noise with a large proportion of low frequency sounds a still lower guideline is recommended"

"It should be noted that a large proportion of low frequency components in a noise may increase considerably the adverse effects on health"

"The evidence on low frequency noise is sufficiently strong to warrant immediate concern"

Waye (2004) finds "As low frequencies propagate with little attenuation through walls and windows, many people may be exposed to low frequency noise in their dwellings. Sleep disturbance, especially with regard to time to fall asleep and tiredness in the morning, are commonly reported in case studies on low frequency noise. However, the number of studies where sleep disturbance is investigated in relation to the low frequencies in the noise is limited. Based on findings from available epidemiological and experimental studies, the review gives indications that sleep disturbance due to low frequency noise warrants further concern."  
<http://www.noiseandhealth.org/text.asp?2004/6/23/87/31661>

Specific guidelines are found in the "WHO Night Noise Guidelines for Europe" (2005), Table 5.1, "Summary of effects and threshold levels for effects where sufficient evidence is available."  
[http://www.euro.who.int/\\_data/assets/pdf\\_file/0017/43316/E92845.pdf](http://www.euro.who.int/_data/assets/pdf_file/0017/43316/E92845.pdf)

During Scoping 1785 comments were submitted on Noise and Vibration and 914 on Health Effects (Table 1.9-5).

**The Navy has not demonstrated there are no health impacts from Growler noise.**

**RECOMMENDATION: Recognize the impacts of low frequency Growler noise on health.**

### 3. Exclusion of San Juan County Noise Reports

Section 1.9.5 states "The Navy continues to evaluate noise reports that have been developed by independent sources and review their findings in conjunction with this EIS analysis." Not included in the Draft EIS is data collected by San Juan County (SJC) <http://sjcgis.org/aircraft-noise-reporting/>. Data collected since May 14, 2014 has been regularly sent to NASWI.

More than 6000 citizen reports include date, time, location and noise characteristics. The Navy should correlate that data with the information they collect on flight tracks to understand what activity causes disruptive noise in SJC. Actual noise reports and measurements should be used to benchmark the computer modeled noise impacts used for evaluation and decision-making. Reports can also help to develop mitigation measures.

**RECOMMENDATION: Incorporate San Juan County noise reports in the EIS analysis.**

### 4. Exclusion of the SJI National Monument

The Draft EIS suggests that the lands and waters of the San Juan Islands National Monument are exempt from National Environmental Policy Act protection because the 2013 proclamation establishing the Monument states: "Nothing in this proclamation shall be deemed to restrict safe and efficient aircraft operations, including activities and exercises of the Armed Forces in the vicinity of the monument."

Legally, this only has the effect of preserving the status quo: it clarifies that the creation of the National Monument does not place any additional burden on the Navy to justify its operations in the vicinity. The President did not--indeed, he did not have the power to exempt the Monument area from federal laws that already applied to wildlife there. Hence creation of the Monument did not exempt the Navy from NEPA or Endangered Species Act with respect to wildlife in the Monument, such as Marbled Murrelets or marine mammals.

At 3.5.2.4 the Draft EIS acknowledges "However, the Bureau of Land Management (BLM) has determined that BLM-owned and controlled lands in the San Juan Islands National Monument possess wilderness characteristics." It also concedes that the Monument is subjected to a maximum noise level of 95 dB (SEL) an estimated 372 times per year (at 3-34)

**RECOMMENDATION: Evaluate impacts of the Alternatives on the SJI National Monument and remove language stating that the Monument is exempt from NEPA.**

##### **5. Exclusion of New Technology Alternatives**

In 2014 the Department of Defense successfully demonstrated carrier takeoff, landing, and formation flying capabilities of the unmanned X-47B prototype that is part of the Unmanned Carrier-Launched Airborne Surveillance and Strike (UCLASS) program. <http://breakingdefense.com/2014/08/x-47b-drone-manned-f-18-take-off-land-together-in-historic-test>  
The UCLASS jets can meet the Purpose and Need, delivering the same capability for electronic surveillance and attack against enemy radar and communications systems as the Growlers.

This Alternative has many benefits. Because of its inherent automation UCLASS would significantly reduce the amount of land-based training that impacts our community. It eliminates the high risk to the Growler's two-person crew from advanced anti-aircraft threats. The smaller UCLASS vehicle is lighter and uses less fuel. Eliminating the \$3 billion purchase of 36 Growlers will save taxpayer money. Some experts believe we are already flying the last generation of manned military aircraft. With a focused effort the Navy could deploy the UCLASS while the existing 82 Growlers carry out the mission.

**RECOMMENDATION: Evaluate a new Alternative that deploys UCLASS jets instead of more Growlers.**

##### **6. Lack of Commitment to Noise Mitigation**

At 1-20 the Draft EIS discusses Noise Mitigation. The only cited measure in place is "to share flight schedules and other information and to solicit public feedback." Potential measures include construction and operation of a noise suppression facility for engine maintenance (Hush House), Engine Chevrons (noise reduction) and MAGIC CARPET (automating parts of carrier landing which will reduce FCLP training activity).

Further discussion on Existing Mitigation at 3-30 states "NAS Whidbey Island has noise-abatement procedures ... to minimize aircraft noise. Airfield procedures used to minimize/abate noise ... include optimizing of flight tracks, restricting maintenance run-up hours, runway optimization, and other procedures .... 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 operational safety dictates otherwise."

Each Alternative is an irrevocable decision to add 35 or 36 Growlers at NASWI. Therefore the Navy should commit to Mitigation measures as part of the Final EIS and Record of Decision. Since experts have identified the need for additional research on health effects of low frequency noise the Navy should sponsor this research.

**RECOMMENDATION: Commit to Mitigation Measures with timelines in the Record of Decision.**

Environmental Impact Statement for EA-18G "Growler" Airfield  
Operations at Naval Air Station Whidbey Island Complex

Open House Comments

Fill in and Submit at the  
Open House

1. Name \_\_\_\_\_

2. Organization/Affiliation \_\_\_\_\_

3. Address \_\_\_\_\_

4. E-mail \_\_\_\_\_

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

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

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

Comments

Note: For Draft EIS page citations and supporting references see [www.QuietSkies.info](http://www.QuietSkies.info)

- 1. Evaluate impacts of the Growler at low frequencies (C-weighted, dBC).
- 2. Recognize the impacts of low frequency Growler noise on health.
- 3. Incorporate San Juan County noise reports in the EIS analysis.
- 4. Evaluate impacts of the Alternatives on the SJI National Monument and remove language stating that the Monument is exempt from NEPA.
- 5. Evaluate a new Alternative that deploys UCLASS jets instead of more Growlers.
- 6. Commit to Mitigation Measures and timelines in the Record of Decision.
- 7. Add your own comments here:

---



---



---

(Continue on the back)

Frank  
number 6 (9)

5400 - 308

### Questions for the Draft EIS Open House Stations

don't climb out on table

#### Station 1 Project Overview

The Proposed Action will "construct and renovate facilities at Ault Field to accommodate additional Growler aircraft."

- Has any construction or renovation started? If yes, how can that be done without a Final EIS?

#### Station 2 Alternatives

The three Alternatives seem very similar from a community and environmental impact perspective.

- Why isn't there an alternative that carries out the mission without additional Growlers and instead deploys newer technology, such as UCLASS unmanned jets?
- How will the Navy decide among the alternatives? Are there decision criteria? What's most important?

Mitigation measures are barely discussed in the Draft EIS and there are no commitments.

- What noise mitigation measures will be in place to dampen the Growler noise which is reaching far into San Juan County?
- When will a Hush House be built to reduce engine test noise?
- When will jet blast deflectors be installed to send engine run-up noise upward instead of blasting into San Juan County?

#### Station 3 Airfield Operations

There is a great deal of information about flight paths and the characteristics along those paths, but we are having trouble understanding the connection to impacts in San Juan County.

- Identify the flight paths which take the Growlers over our school, Lopez Village and North Lopez.
- Why is it necessary for them to fly over the school and village?
- What portion of the training events are the Growler pilots under radar control - Instrument Flight Rules (IFR)?
- If not under IFR Rules are they free to fly wherever they want?
- What are the published altitudes Growlers are required to fly over Lopez?
- What are the power settings for their flights over Lopez?
- Is the landing gear up or down? Why do we see jets over Lopez flying "dirty"?

The booklet shows that Days of Field Carrier Landing Practice (FCLP) at OLF in 2015 totaled 34 active days.

- How many active days of FCLP occurred at Ault?
- How many hours of FCLP's occurred at Ault?

Night time activity is extremely disruptive.

- Why not limit night time flight hours so that San Juan County is not battered by night training?

#### Station 4 Aircraft Noise/Noise Study Results

The EIS compares the increased flight activity in the 70's, 80's and 90's to the current proposals, suggesting that there is no additional impact. Perhaps the the total number of flights would be similar but the noise would not be comparable. The older Prowlers did not have afterburners, the Growlers do.

- 1.a. Thank You
- 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
- 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

A  
2017  
meet  
for 1. comp

What do growlers do noise wise

similar to  
training events

avoid  
2 phone  
flown

why not  
actively  
monitor noise  
levels at  
pts of  
interest

send  
level  
metrics

- How do you account for the Growlers being much louder than the Prowlers because of their afterburners? Isn't this statement misleading?

For all the Alternatives the number of Field Carrier Landing Practices (FCLP) would roughly double (looking at Scenario B) from a base of 20,800 (No Action) to: 43,800 (Alt 1); 42,000 (Alt2); 41,900 (Alt3).

- How have you evaluated the consequences of roughly doubling the number of FCLPs?

The section on Noise and Vibration Associated with Operational Impacts, beginning on page 4-19, goes into great detail on low frequency vibration potential impacts on structures. It also provides measured data on very loud levels of low frequency noise as measured with C-weighting.

- Why does Section 3.2 - Noise Associated with Aircraft Operations - not mention the signature low-frequency noise of the Growler?
- Why isn't this information evaluated for health effects?
- Why isn't C-weighting also used throughout the EIS?

On page 4-193 it states "a person inside a structure can sense noise through vibration of the primary components of a building, such as the floors, walls, and windows; by the rattling of objects. The low frequency reaches far into San Juan County.

- Why haven't you evaluated the impacts of the vibrations on humans?

The analysis looks at noise events that will wake people up – but neglects to consider how the population can get to sleep with the Growlers roaring far into the night. Lopez experiences 65 – 80dBA. On page 15 of meeting booklet that is the blue area and is defined as Moderately Loud. That is like trying to fall asleep with a vacuum cleaner roaring.

- Why didn't you also evaluate the impacts on falling asleep?
- What mitigation is planned that will allow us to have peaceful nights?

San Juan County is outside of the 65 dBA day-night average sound level (DNL) envelope. Yet over 6,000 noise complaints have been recorded on the SJC noise map due to loud, startling and concentrated flying activity.

- How do you reconcile averaging noise impacts over 24 hours using the DNL metric when we have 6000 citizen reports on annoyance and disruption?

The EIS noise analysis is based on computer modeling. SJC citizen noise reports regularly identify significant disruption, annoyance and health. It is well understood that low frequency sounds are not reduced over distance in the same manner as higher frequencies.

- Why hasn't the Navy taken actual noise measurements in San Juan County to benchmark the model predictions?

**BOTTOM LINE:** Why isn't the noise analysis so deficient that it can not support a decision?

#### Station 5 Community Resources

The EIS states "It is a priority for the Navy to promote the well-being of individuals residing in the communities surrounding it's installations." Most people move to Lopez for peace and quiet and the community. Visitors are often astounded that the Navy is allowed to do this in a place that is know for it's

beauty and whose economy is built on tourism and recreation. Our property values are threatened. Some of our residents are trying to move to other parts of San Juan County to escape the relentless noise.

- What are the benefits of having the Navy as a neighbor in San Juan County?
- How do you intend to preserve the well-being of San Juan County as you double the number of FCLP's?

#### **Station 6 Natural Resources**

The EIS states that birds are habituated to the noise.

- Have you studied the resident and migratory bird populations the are along the southern edge of Lopez Island?
- Have you observed the startle effects in the bird populations as the Growlers screams over?
- Can you support your statement that birds are habituated to the noise?

Our community is very concerned about Climate Change, and has been proactive in r during our carbon footprint. It is frustrating that the Navy is proposing to significantly increase the number of Growlers and the flight activity.

- How many hours do the Growlers fly annually to and from NASWI? Including FCLP's, CCA's, Inter Complex travel? Training flights over the Olympic Peninsula? Down the Pacific Coast? Over the North Cascades?
- What is the total CO2 output per Growler annually? Our figures show a Growler emits 12.5 metric tones of CO2/hour.

According to a 2014 article in the Whidbey News Times, Ault Field may be the point of origin of a significant geological event – which if it occurred again would destroy Aunt Field. Geologists note that annually there are 317 earthquakes within a 35 mile radius from Coupeville and North Whidbey has three fault systems running through it.

- What are you doing to assess the risks of the fault which runs under Ault Field?

#### **Station 7 Cultural Resources**

(No questions)

#### **Station 8 Public Involvement**

Our community wants to meet directly with the Navy decision makers so they can hear our concerns. We want them to experience the wall of low frequency noise we experience..

- When will you arrange for a meeting?
- When will the Navy hold a meeting for our neighbors in the Victoria, BC area who are also impacted by the Growler noise?

**Quick list of concerns about the Navy's Growler EIS:****Vocabulary, 5 acronyms:**

1. NASWI = Naval Air Station Whidbey Island
2. EA = Environmental Assessment, a small report prepared when no significant environmental effects are anticipated. (An EA was prepared for the ground-based operations in Olympic National Forest.)
3. FONSI = Finding of No Significant Impact, a conclusion reached by a federal agency (the Navy) after a public process in which comments are sought from affected communities. (Despite no public comments ever being received, the Navy issued a FONSI after its EA was completed.)
4. EIS = Environmental Impact Statement, a large complex report that requires research and public input and can take many months to complete. An EIS is done when significant impacts are anticipated. (This scoping meeting is to gather comments that the Navy will address in a Draft EIS, which will cover only the 36 new Growler jets at NASWI. There will be another comment period once the Draft EIS is issued.)
5. MOA = Military Operating Area

**Jet noise:**

- 1.) Why did the Navy not do actual noise measurements in communities instead of relying on an outdated computer modeling program that averages in a year's worth of quiet, using a jet engine only and not a real plane? Why is the use of afterburners not adequately represented in noise measurements?
- 2.) Why does the Navy use outdated computer modeling for noise? Wyle, the company that makes the 12 year-old NOISEMAP 7.2 software used by the Navy, has developed a newer program and says measurements from the old software might be "legally indefensible."
- 3.) Why doesn't the Growler EIS include communities not in the immediate environs of NASWI in its noise evaluations? Even though these communities don't hear takeoffs and landings, they're getting horrendous noise from operations.
- 4.) At a 2014 public information meeting in Pacific Beach, Navy representative Kent Mathes told the crowd, "We fly at 6000 feet above sea level, and you won't hear us if it's raining or the wind is blowing." Growler jets fly as low as 1200 feet above ground level at some higher elevations. They are regularly observed and videotaped flying well below 6,000 feet, dogfighting, using afterburners and making horrendous noise. How does the Navy reconcile this?
- 5.) In both wildlife and humans, effects from loud noise can include hearing loss, increased stress hormones, cardiovascular disease, immune system compromise and psychosocial impacts. Considering that you propose to increase flights at NASWI by 47% to at least 130,000, how do you justify doing so without acknowledging the medical harm this will do?

- 1.a. Thank You
- 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
- 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

6.) Nearly 3,500 more children will be exposed to health-damaging noise levels on Whidbey Island alone. The Navy says interruptions in some classrooms could be as often as 45 times per hour. How is the Navy going to compensate these schoolchildren for loss of educational opportunity, and how do you justify this kind of harm?

7.) The Navy may reclassify some land uses in surrounding areas as "incompatible" with Navy base activity due to noise, but people have lived, worked and farmed there for decades. How does the Navy justify the equivalent of an acoustic eminent domain?

8.) By the Navy's own figures, a jet flying at 1000 feet produces 113 decibels, which is well above the 85-decibel threshold for hearing damage. That figure is based on older, less noisy jets and therefore doesn't include the new EA-18G Growler jets, which can generate 150 decibels. Two Growlers doubles the noise. Have you calculated the noise levels generated by multiple Growlers flying in the same area, at various altitudes from 6000 down to 1200 feet? If not, why not?

9.) One billion birds fly up and down the Pacific Coast Flyway each year. The effects of loud noise and electromagnetic radiation on their ability to find resting places and to navigate has not been analyzed by the Navy, nor has it consulted other agencies for analyses. Does the Navy intend to study this and provide the results of those studies to the public? If not, why not?

**Crash Zones:**

10.) The Navy says it may expand the boundaries of potential crash zones around Coupeville's OLF. More lives of local residents will be put at risk, and properties in these zones will lose significant value. No compensation for property values or medical harm is mentioned in the Growler EIS. Why?

**International Concerns:**

11.) Why has the Navy refused to meet with Canadians? They're affected by jet noise, have been complaining about it for several years, and asked for a meeting.

12.) How will you conduct training with this many Growler jets without seriously impacting the World Heritage status of Olympic National Park? The UN has questioned this. Three million visitors a year spend \$250 million dollars in our economy. How can you claim this will not significantly impact our economy, and the Park?

**Commercial, Tribal and recreational fishing:**

13.) What will the Navy do about mitigating the harm its activities will cause to the commercial and recreational fishing industries off the coast of the Olympic Peninsula? Are you developing a plan? If not, why not?

**Justification for expanding encroachment on Olympic Peninsula missing:**

14.) The Navy already has 4 locations within easy reach of Whidbey Island in which to practice electronic warfare training, and it regularly conducts such training there. These include bases at Fallon, Mountain Home, the Oregon Boardman Range, and Yakima. These comprise more than half a million acres and 20,000 miles of airspace for electronic warfare training. Why, if no required proof has been given by the Navy, as required by the Master Agreement of 1988, that this training cannot be accomplished anywhere else, do you "need" this pristine quiet area, which includes a World Heritage Site and the most outstanding example of temperate rainforest in the United States?

**Quick list of concerns about the Navy's Growler EIS:****Vocabulary, 5 acronyms:**

1. NASWI = Naval Air Station Whidbey Island
2. EA = Environmental Assessment, a small report prepared when no significant environmental effects are anticipated. (An EA was prepared for the ground-based operations in Olympic National Forest.)
3. FONSI = Finding of No Significant Impact, a conclusion reached by a federal agency (the Navy) after a public process in which comments are sought from affected communities. (Despite no public comments ever being received, the Navy issued a FONSI after its EA was completed.)
4. EIS = Environmental Impact Statement, a large complex report that requires research and public input and can take many months to complete. An EIS is done when significant impacts are anticipated. (This scoping meeting is to gather comments that the Navy will address in a Draft EIS, which will cover only the 36 new Growler jets at NASWI. There will be another comment period once the Draft EIS is issued.)
5. MOA = Military Operating Area

**Jet noise:**

- 1.) Why did the Navy not do actual noise measurements in communities instead of relying on an outdated computer modeling program that averages in a year's worth of quiet, using a jet engine only and not a real plane? Why is the use of afterburners not adequately represented in noise measurements?
- 2.) Why does the Navy use outdated computer modeling for noise? Wyle, the company that makes the 12 year-old NOISEMAP 7.2 software used by the Navy, has developed a newer program and says measurements from the old software might be "legally indefensible."
- 3.) Why doesn't the Growler EIS include communities not in the immediate environs of NASWI in its noise evaluations? Even though these communities don't hear takeoffs and landings, they're getting horrendous noise from operations.
- 4.) At a 2014 public information meeting in Pacific Beach, Navy representative Kent Mathes told the crowd, "We fly at 6000 feet above sea level, and you won't hear us if it's raining or the wind is blowing." Growler jets fly as low as 1200 feet above ground level at some higher elevations. They are regularly observed and videotaped flying well below 6,000 feet, dogfighting, using afterburners and making horrendous noise. How does the Navy reconcile this?
- 5.) In both wildlife and humans, effects from loud noise can include hearing loss, increased stress hormones, cardiovascular disease, immune system compromise and psychosocial impacts. Considering that you propose to increase flights at NASWI by 47% to at least 130,000, how do you justify doing so without acknowledging the medical harm this will do?

- 1.a. Thank You
- 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
- 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

6.) Nearly 3,500 more children will be exposed to health-damaging noise levels on Whidbey Island alone. The Navy says interruptions in some classrooms could be as often as 45 times per hour. How is the Navy going to compensate these schoolchildren for loss of educational opportunity, and how do you justify this kind of harm?

7.) The Navy may reclassify some land uses in surrounding areas as "incompatible" with Navy base activity due to noise, but people have lived, worked and farmed there for decades. How does the Navy justify the equivalent of an acoustic eminent domain?

8.) By the Navy's own figures, a jet flying at 1000 feet produces 113 decibels, which is well above the 85-decibel threshold for hearing damage. That figure is based on older, less noisy jets and therefore doesn't include the new EA-18G Growler jets, which can generate 150 decibels. Two Growlers doubles the noise. Have you calculated the noise levels generated by multiple Growlers flying in the same area, at various altitudes from 6000 down to 1200 feet? If not, why not?

9.) One billion birds fly up and down the Pacific Coast Flyway each year. The effects of loud noise and electromagnetic radiation on their ability to find resting places and to navigate has not been analyzed by the Navy, nor has it consulted other agencies for analyses. Does the Navy intend to study this and provide the results of those studies to the public? If not, why not?

**Crash Zones:**

10.) The Navy says it may expand the boundaries of potential crash zones around Coupeville's OLF. More lives of local residents will be put at risk, and properties in these zones will lose significant value. No compensation for property values or medical harm is mentioned in the Growler EIS. Why?

**International Concerns:**

11.) Why has the Navy refused to meet with Canadians? They're affected by jet noise, have been complaining about it for several years, and asked for a meeting.

12.) How will you conduct training with this many Growler jets without seriously impacting the World Heritage status of Olympic National Park? The UN has questioned this. Three million visitors a year spend \$250 million dollars in our economy. How can you claim this will not significantly impact our economy, and the Park?

**Commercial, Tribal and recreational fishing:**

13.) What will the Navy do about mitigating the harm its activities will cause to the commercial and recreational fishing industries off the coast of the Olympic Peninsula? Are you developing a plan? If not, why not?

**Justification for expanding encroachment on Olympic Peninsula missing:**

14.) The Navy already has 4 locations within easy reach of Whidbey Island in which to practice electronic warfare training, and it regularly conducts such training there. These include bases at Fallon, Mountain Home, the Oregon Boardman Range, and Yakima. These comprise more than half a million acres and 20,000 miles of airspace for electronic warfare training. Why, if no required proof has been given by the Navy, as required by the Master Agreement of 1988, that this training cannot be accomplished anywhere else, do you "need" this pristine quiet area, which includes a World Heritage Site and the most outstanding example of temperate rainforest in the United States?

**Draft Environmental Impact Statement for EA-18G "Growler" Airfield  
Operations at Naval Air Station Whidbey Island Complex**

**January, 2017 Comments**

**Fill in and mail with comments to:**  
EA-18G EIS Project Manager  
NAVFAC Atlantic Attn: Code EV21/SS  
6506 Hampton Blvd.  
Norfolk, VA 23508

- 1.a. Thank You
- 12.a. Socioeconomic Study Area
- 12.h. Tourism
- 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

1. First Name \_\_\_\_\_

2. Last Name \_\_\_\_\_

3. Organization/Affiliation \_\_\_\_\_

4. City, State, ZIP \_\_\_\_\_

5. E-mail \_\_\_\_\_

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

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

**Draft Environmental Impact Statement for EA-18G "Growler" Airfield  
Operations at Naval Air Station Whidbey Island Complex**

**January, 2017 Comments**

*Note: For Draft EIS page citations and supporting references see [www.QuietSkies.info](http://www.QuietSkies.info)*

1. The Growler is known for its intense low frequency engine rumble, but low frequency noise impacts are ignored in the Draft.  
**Action: Evaluate impacts of the Growler at low frequencies using C-weighting (dBC) in addition to A-weighting (dBA).**
2. Analysis of noise impacts in the Draft is based solely on computer simulation. To be valid for decision making, models must be verified.  
**Action: Provide the data used for simulation. Provide Growler noise measurements with afterburners at 100 feet behind the jet in one-third octave bands from 6 Hz to 20 kHz. Calibrate the computer model with actual noise measurements in locations throughout the region.**
3. NOISEMAP is the computer model used in the Draft to predict noise impacts. A Department of Defense report found that NOISEMAP is outdated and new software was needed to provide "scientifically and legally defensible noise assessments" of the modern, high-thrust jet engines used in the Growlers.  
**Action: Redo the noise simulation using the more recent Advanced Acoustic Model.**
4. The annual Day-Night Noise Level (DNL) metric used in the Draft was developed for commercial airports that operate 365 days a year. DNL is inappropriate for the intermittent but intensive military flight activity at NASWI. Averaging over the year assumes, without studies, that the quiet days mitigate the noisy days.  
**Action: Noise levels should only be averaged over active flying days.**
5. The Draft dismisses long-term health impacts of jet noise because some studies are not conclusive.  
**Action: Recognize the impacts of Growler noise on health as documented in the World Health Organization "Guidelines on Community Noise" and "Night Noise Guidelines for Europe."**
6. The Draft includes some independent noise measurements and ignores others.  
**Action: Incorporate the San Juan County noise reports and the Coupeville noise measurements performed by JGL Acoustics into the EIS analysis.**

- 7. The Draft suggests that the lands and waters of the San Juan Islands (SJI) National Monument are exempt from National Environmental Policy Act (NEPA) protection. Protection was granted prior to the establishment of the SJI National Monument.

**Action: Evaluate impacts of the Alternatives on the SJI National Monument and remove language stating that the Monument is exempt from NEPA.**

- 8. The three Alternatives considered in the Draft are very similar and are based on old technology – a piloted jet that requires constant pilot training for safe carrier landing.

**Action: Evaluate a new Alternative that deploys UCLASS jets (drones) instead of more Growlers to significantly reduce the need for land-based carrier training.**

- 9. The Draft only examines socioeconomic impacts on Island and Skagit Counties. San Juan, Jefferson and Clallam Counties are or will be impacted by Growler noise. They are very dependent on outdoor recreation that is being harmed by Growler flight activity and receive little, if any, economic benefit from employment associated with NASWI.

**Action: Examine socioeconomic impacts, including real estate values, on San Juan, Jefferson and Clallam Counties.**

- 10. All Alternatives in the Draft are irrevocable decisions to add 35 or 36 Growlers at NASWI. While some potential noise Mitigation Measures addressed, there is no commitment.

**Action: Commit to noise Mitigation Measures and their timelines in the Final EIS and Record of Decision.**

- 11. The Draft EIS analysis is deficient in numerous areas. CEQ Regulation 1502.9 (a) states “If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised draft of the appropriate portion.”

**Action: Supplement the EIS to address deficiencies identified in comments and offer further opportunity for public comment before the Final EIS is prepared.**

- 12. Add your own comments here:

---

---

---

---

---

---

---

---



# Public Meeting Comment Form

Thank you for attending the public meeting on the *Draft Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island Complex.*

To be most helpful, your comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: **(1) Provide written comments at today's public meeting;** **(2) Speak with the stenographer, who will record your comments;** **(3) Submit your comments on the project website at [www.whidbeyeis.com](http://www.whidbeyeis.com);** or **(4) Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS.**

All comments submitted on the Draft EIS by January 25, 2017, will become part of the public record and will be addressed in the Final EIS. 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.

1. Name

2. Organization/Affiliation

3. Address  Clinton WA 98236

4. E-mail

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

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

First, use Whidbey citizens when talking about issues here. People in Virginia and in other states can not sufficiently acknowledge the impact of having MORE growlers flying over our space. They may know the impact as it pertains to their area, but NOT here.

Secondly, the items covered under natural resources are insufficient. Fish and wildlife has a history of murdering PROTECTED species if it suits them or another powerful influence. They are corrupt.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the public meeting or mail to:

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

**YOUR INPUT MATTERS**

- 1.a. Thank You
- 1.b. Best Available Science and Data
- 10.b. Biological Resources Impacts
- 10.f. Endangered Species Impact Analysis Adequacy
- 4.v. Impacts to Domestic Pets, Livestock, or Wildlife

# Environmental Impact Statement Comment Form EA-18G Growler Airfield Operations at NAS Whidbey Island Complex

Comments must be postmarked or submitted online by February 24, 2017

Online at: <http://www.whidbeyeis.com/Comment.aspx>  
By mail at: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

1. Name \_\_\_\_\_

2. Organization/Affiliation (resident, citizen, business, nonprofit, veteran, retired military)  
*Resident + lover of Coupeville*

3. Address \_\_\_\_\_, *Coupeville*

4. Email \_\_\_\_\_

Increases in Outlying Field (OLF) operations will significantly harm our property values, health, schools and quality of life as well as severely impact our primary industries, tourism and agriculture. This is a burden greater than the Coupeville/Central Whidbey community can bear.

### Comments

Please check all that concern you and add additional comments on the back.

The environmental impacts of the following issues due to increased flight operations at the OLF are not adequately addressed in the draft Environmental Impact Statement (EIS):

- Health effects from noise and low-frequency sound.
- Businesses, schools, hospital, and County and Town public government operations in the Coupeville area.
- A decrease in tourism including in the town of Coupeville, hiking and birding at Ebey's Landing National Historical Reserve, the Casey Conference Center, Fort Casey State Park, The Pacific Rim Institute.
- A decrease in private property values due to noise.

(over)

- 1.a. Thank You
- 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
- 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

- Outdoor recreation limits, as well as children's and family's health, at Rhododendron Park ball fields.
- Noise impacts on commercial properties including agriculture.
- Aquafer and well contamination.

Additional Concerns:

- The addition of large, new, and undefined Accident Potential Zones ( APZs) surrounding OLF will restrict property rights and significantly decrease property values.
- The Navy did not adequately look at siting new Growler aircraft elsewhere despite this being one of the top issues from the community during the Navy's prior scoping forums.
- The impact on marine and terrestrial wildlife.
- The major security risk for Whidbey Island by siting all Growlers here.
- Mishaps and crash risks due to problems such as their onboard oxygen system.

**Please include any additional comments and concerns here:**

We are a young family that recently bought land in Coupeville. A place we love & want to raise our family. You are helping to destroy an entire community. Shame on you! As a mother, a father, a son, daughter, a home owner and a business owner, you have the power to help stop this! Save us, please! We have invested our entire inheritance in this land. We owe nothing to the bank and they are about to take it all away from us. our friends - our community. Help US!!!

All comments will become a part of the public record and will be addressed in the final EIS. Personally identifiable information of individuals will be kept confidential and not released, unless otherwise specifically indicated by the commenter or as required by law. City, state and five-digit zip code of individuals who provide comments may be released.

For more information, see, Coupeville Community Allies, [www.facebook.com/whidbeyeis](http://www.facebook.com/whidbeyeis)

Coupeville Community Allies is a group of community members committed to sharing accurate information to all Coupeville and Whidbey Island residents regarding the Growler DEIS. We encourage everyone to get involved in the discussion of our future and to submit comments and concerns.



- Outdoor recreation limits, as well as children's and family's health, at Rhododendron Park ball fields.
- Noise impacts on commercial properties including agriculture.
- Aquafer and well contamination.

**Additional Concerns:**

- The addition of large, new, and undefined Accident Potential Zones ( APZs) surrounding OLF will restrict property rights and significantly decrease property values.
- The Navy did not adequately look at siting new Growler aircraft elsewhere despite this being one of the top issues from the community during the Navy's prior scoping forums.
- The impact on marine and terrestrial wildlife.
- The major security risk for Whidbey Island by siting all Growlers here.
- Mishaps and crash risks due to problems such as their onboard oxygen system.

**Please include any additional comments and concerns here:**

Have you taken consideration, on assisting families in testing the wells specifically the Admirals Community and the Navy Housing areas.

All comments will become a part of the public record and will be addressed in the final EIS. Personally identifiable information of individuals will be kept confidential and not released, unless otherwise specifically indicated by the commenter or as required by law. City, state and five-digit zip code of individuals who provide comments may be released.

**For more information, see, Coupeville Community Allies, [www.facebook.com/whidbeyeis](http://www.facebook.com/whidbeyeis)**

Coupeville Community Allies is a group of community members committed to sharing accurate information to all Coupeville and Whidbey Island residents regarding the Growler DEIS. We encourage everyone to get involved in the discussion of our future and to submit comments and concerns.

Environmental Impact Statement Comment Form  
EA-18G Growler Airfield Operations at NAS Whidbey Island Complex

Comments must be postmarked or submitted online by February 24, 2017  
SEND COPIES OF YOUR COMMENTS TO OUR ELECTED OFFICIALS

Online at: <http://www.whidbeyeis.com/Comment.aspx>  
By mail at: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

- 1. Name [REDACTED]
- 2. Organization/Affiliation (resident, citizen, business, nonprofit, veteran, retired military) *Most concern citizen*
- 3. Address [REDACTED] *Coupeville wa 98239*
- 4. Email [REDACTED]

Increases in Outlying Field (OLF) operations will significantly harm our property values, health, schools and quality of life as well as severely impact our primary industries, tourism and agriculture. This is a burden greater than the Coupeville/Central Whidbey community can bear.

Comments

Please check all that concern you and add additional comments on the back.

The environmental impacts of the following issues due to increased flight operations at the OLF are not adequately addressed in the draft Environmental Impact Statement (EIS):

- Health effects from noise and low-frequency sound.
- Businesses, schools, hospital, and County and Town public government operations in the Coupeville area.
- A decrease in tourism including in the town of Coupeville, hiking and birding at Ebey's Landing National Historical Reserve, the Casey Conference Center, Fort Casey State Park, The Pacific Rim Institute.
- A decrease in private property values due to noise.

(over)

- 1.a. Thank You
- 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
- 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

- Outdoor recreation limits, as well as children's and family's health, at Rhododendron Park ball fields.
- Noise impacts on commercial properties including agriculture.
- Aquifer and well contamination.

**Additional Concerns:**

- The addition of large, new, and undefined Accident Potential Zones (APZs) surrounding OLF will restrict property rights and significantly decrease property values.
- The Navy did not adequately look at siting new Growler aircraft elsewhere despite this being one of the top issues from the community during the Navy's prior scoping forums.
- The impact on marine and terrestrial wildlife.
- The major security risk for Whidbey Island by siting all Growlers here.
- Mishaps and crash risks due to problems such as their onboard oxygen system.

**Please include any additional comments and concerns here:**

Have you taken into consideration alternatives to help families living under the flying zone - to help decrease the noise level. - Specifically the Admirals Cove & military housing - as well as the school areas in Coupeville & Oak Harbor?  
 Examples. Upgrade windows, additional insulation (under & attics) as well as paint.

All comments will become a part of the public record and will be addressed in the final EIS. Personally identifiable information of individuals will be kept confidential and not released, unless otherwise specifically indicated by the commenter or as required by law. City, state and five-digit zip code of individuals who provide comments may be released.

**For more information, see, Coupeville Community Allies, [www.facebook.com/whidbeyeis](http://www.facebook.com/whidbeyeis)**

Coupeville Community Allies is a group of community members committed to sharing accurate information to all Coupeville and Whidbey Island residents regarding the Growler DEIS. We encourage everyone to get involved in the discussion of our future and to submit comments and concerns.

Freeland, WA 98249

1.a. Thank You  
4.o. Classroom Learning Interference  
4.r. Nonauditory Health Effects

The DEIS obfuscates the effects of FCLP jet noise on classroom interruptions by averaging interruptions with periods when jets are not practicing. The average understates interruption events compared with event frequency during FCLP sessions, which are as frequent as an interruption every 1-2 minutes. Interruptions of such frequency complicate teaching and thwart student concentration and break the focus of teacher and student. In addition the EPA states "Noise can pose a serious threat to a child's physical and psychological health, including learning and behavior," but the DEIS has not recognized the contemporary research. These oversights and failings must be properly addressed and analyzed.

THE PEOPLE OF THE SALISH SEA PETITION...

Governor Inslee and Congresspeople,

The Pacific Northwest has one of the most beautiful and serene landscapes in the United States, yet we are experiencing significant degradation of our resources, lands and waters by government agencies granting the Navy the unlawful right to pollute our waters, harm wildlife and destroy our environment with excessive noise from Growler jet pilot training.

Ordinary people in Island, San Juan and Jefferson Counties need a voice - and need your help in having our voice count. Authorities silence citizens with marginalization (NIMBYs) and shame ("Sound of Freedom"). We honor the protection our military provides for our nation, yet we also have a right to preserve our culture, health, soundscape, and water - and must therefore insist the Navy use its own military reserves or simulators, not the Salish Sea, for pilot training.

**We ask you to appoint a multi-stakeholder commission with the power to negotiate, on a level playing field, binding agreements between citizens, tribes, government and the military.**

As you know, the Navy plans to add 35-36 new Growler jets to the fleet at the Naval Air Station on Whidbey Island and increase personnel by several thousand. Required to produce an Environmental Impact Statement, they published one which, despite many harms listed (and some not listed), has given itself a green light as though the statement itself is authorization. Citizens have 75 days to comment, but no power to challenge the EIS.

Here are some of the key points we're challenging:

1. **The Navy's calculation of decibels:** The Navy uses a computer simulation to determine the average daily decibel level (which includes non-flight time), and then spreads that over the year. They don't measure the actual noise generated on training days. Their finding: 90 dBA. The National Park Service, in a federally funded study, measured actual dBA as high as 117 dBA. We believe the Navy has minimized the impact of actual flights over our homes and land.
2. **Hearing Loss:** Even using their measurements, the Navy states that between 1,658 and 1,803 residents potentially risk hearing loss, directly due to aircraft noise exposure.
3. **Pitting Oak Harbor against Coupeville:** All the scenarios in the EIS assume an increase in Growler training, giving citizens the options of maximum disruption to either Oak Harbor or Coupeville. The report presents no option of no harm to any of our citizens.
4. **Frequency:** Flight operations will increase from 6100 to 35,100, a 475% increase.
5. **Impact on farms:** 1183 additional agricultural acres, many of which raise livestock, will be significantly affected by sound levels
6. **Impact on citizens and animals:** 2243 additional residential acres will be significantly affected by excessive sound levels
7. **Potential Crashes:** Three "Accident Prone Zones" Zones (where crashes may occur) extend up to 5,000 feet from ends of the Outlying Field plus a 3,000-foot wide track located 1500 feet on either side of fields used for carrier landing practice, threatening hundreds of households with potential crashes and significant loss of property values, giving residents a choice between harm to their health or finances.
8. **Toxins:** The Navy's use of two perfluoroalkyl substances (PFAS); perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA), both of which are used by the DoD for aviation fire suppression, may have entered the single north island aquifer, making our water unsafe to drink or to use for irrigation. Wells are being tested now. With 475% increase in flights, we are concerned about an increase in toxicity. As the Sloux say, water is life and we can't afford to lose our drinking water in our farmland or the historic city of Coupeville.
9. **Parks:** Noise impacting area Parks (town, state, federal) will increase by 91%;
10. **Economy:** With nearly 200 flight operations per day around Coupeville, our fragile, essential local economy will be threatened, including tourism, hospital quality of operation, small businesses and agriculture.
11. **Our Heritage:** Coupeville is the second oldest city in Washington State. It is the County Seat. It is part of the unique Ebey's Landing National Historical Reserve established by Congress in 1978 as the first and one of only two National Historical Reserves in the nation.

As our Governor and our Congresspeople, you are the voice of Washington citizens in our consultations with the US Military and with corporations. Without your intervention we are left with no power to alter the Navy's course with regards to our land, water and air and our generations of building history, culture, homes and communities.

Governor, you ran as an environmental candidate. Our environment is threatened by the proposed massive build-up of military activity in our region. We need your help. Without our elected officials by our side, we are being prevented from exercising our rights in this matter.

**We request that you form a multi-stakeholder commission including tribes, citizens, government and the military to negotiate binding agreements that will assure we can protect our nation while preserving the very way of life our military is supposed to defend.**

Comments on Peillon to Jay Inslee about Growlers as of Friday, December 9, 2016, at noon  
Some names missing when pictures removed

- 1.a. Thank You
- 1.b. Best Available Science and Data
- 1.d. General Project Concerns
- 1.e. Risk of Terrorist Attack
- 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
- 18.d. Washington State Greenhouse Gas Goals
- 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
- 19.d. Electronic Warfare
- 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

I want to protect the Salish Sea for all beings around and within it--no more noise, chemicals, etc.

[REDACTED]  
Coupeville, WA  
6 minutes ago

Exposure to these noise levels is harmful to our health, our environment, our childrens education, property values and our local economy. Close OLF!

[REDACTED]  
Coupeville, WA  
8 minutes ago

I'm signing because of the possible debilitating health effects. No agency should purposefully harm individual citizens.

[REDACTED]  
Coupeville, WA  
9 minutes ago

One community should not have to tolerate the addition of so many growlers. We already struggle with the current operations. We have so many things to consider, environment, interruption to school instruction, high intermittent noise levels for extended periods of time and most recently traces of fuel in our wells. Please do not permit the Navy to add to the growler operations. We love the Navy but not the growlers.

[REDACTED]  
Langley, WA  
15 minutes ago

I was in Coupeville recently, taking a quiet afternoon walk around town with my wife, when jets flew over and I experienced firsthand how jarring and pervasive the sound level is. I've empathized with Coupeville residents before that experience, but after it I can say, I couldn't live in that area myself under those conditions. I encourage Gov Inslee and Congresspeople to take a trip up to Coupeville and see, and hear, firsthand what these WA state residents are being subjected to - and support them in their plea for a solution.

[REDACTED]  
Langley, WA  
23 minutes ago

please governor Inslee...come to Whidbey Island and listen to the Growlers Flying overhead...then I trust you to address this challenging situation which will essentially turn whidbey island into a place that sounds like a war zone!  
Thank you!

[REDACTED]  
Coupeville, WA  
26 minutes ago

Please close OLF and relocate growlers to a safer location

[REDACTED]  
Greenbank, WA  
27 minutes ago

I'm signing this petition because I work in Coupeville and am impacted by the presence of the Growlers within the Reserve. I also don't care for the Navy's dismissal of the lives of the people who live and work in Coupeville as being

less important than Oak Harbor because there are fewer people who would die if there was a jet crash. Why is my life less important? Please hear us!

[REDACTED] M.D.

Coupeville, WA  
39 minutes ago

The Navy Draft Environmental Impact Statement has threatened to increase the noisy, low-level flights over Coupeville and surrounds by up to a factor of 11. The recent Navy 'drinking water investigation' revealed contamination in the Coupeville aquifer and massive contamination of surface water at Ault Field, Oak Harbor, by fire retardants at 825 times the EPA's toxic level. These toxins are not biodegradable and are fully retained by the body with a half life of greater than three years. As an Emergency physician, I dealt with many toxic overdoses by hastening the removal of the toxin through the gut or urine. No such option exists with these chemicals. Humans, sea mammals and predatory birds are at the top of the food chain and will be most affected. The Navy has been fully aware of these toxins since 2000 but has continued to foul it's own nest. Stop Navy expansion in the N.W. and prioritize clean-up.

[REDACTED]  
Langley, WA  
52 minutes ago

I lived on Whidbey for 3 years and loved it. And while I support the Navy base and activities the 400% increase in activity will be significantly detrimental to Coupeville and the environs. It needs to be planned a little better

[REDACTED]  
La Conner, WA  
2 hours ago

Growlers are noticeable louder than Prowlers. An increase in Growler and EA6-B activity is going to have a direct impact on quality of life on an otherwise tranquil Skagit Bay. The proposed increased impact on our local environment and quality of life is an affront to all of us and should not be allowed.

[REDACTED]  
Grapeview, WA  
2 hours ago

To stop the harm to people and animals from continued flights.

[REDACTED]  
Coupeville, WA  
3 hours ago

We've lived in beautiful Coupeville for over 16 years. The degradation of our quality of life began with the arrival of the Growler jets at NSWI, the ear-splitting noise a cruel contrast to the normal peaceful soundscape. Now we learn the Navy has also poisoned our aquifer in Coupeville and Ault Field in Oak Harbor is a hazmat site, toxins seeping into the Salish Sea. Environmental justice, health, property rights, economic survival, we need the help of our elected officials or this is indeed the beginning of the end.

[REDACTED]  
Port Angeles, WA

3 hours ago  
 Do the right thing.  
 Require the Navy to use its own military reserves/simulators  
 NOT the Salish Sea for training pilots.  
 Thank you for hearing us

Sequim, WA  
 3 hours ago

The Olympic Peninsula is a refuge for all life. Let's keep it  
 this way.

Coupeville, WA  
 3 hours ago

For environmental reasons, the Navy needs to scale back.  
 Doing its own study is like letting the fox be in charge of the  
 henhouse. The people and wildlife need to be considered  
 rather than pushed aside, which is what this now very  
 aggressive Navy is doing.

Freeland, WA  
 5 hours ago

Governor Inslee, now more than ever it is time for you to  
 walk the walk and not just talk the talk. We need your help.  
 Coupeville

The Navy's obfuscation about the true health effects on the  
 surrounding populations is intentional and dangerous. Their  
 own research points out the dangers posed by the intense  
 sound and the electromagnetic radiation from the jets and  
 the transmitters. Their activities over the Olympic mountains  
 and the UNESCO World Heritage Site are threatening to  
 the already damaged economy of the area and set a  
 dangerous precedent for other possible innovations of our  
 public lands by the military. Adequate training can occur on  
 the vast tracts of already compromised military  
 reservations.

Langley, WA  
 7 hours ago

These planes are HUGELY loud and have a very negative  
 impact on the homes and animals and land below where  
 they "growl". To increase their numbers over this peaceful  
 quiet Island is unconscionable. I totally object.

Frankfort, KY  
 8 hours ago

The quality of ALL life counts. The San Juans are especially  
 sacred to so many life forms. Is this what Love would do?

port townsend, WA  
 13 hours ago

We call on you to walk a mile in the shoes of the residents  
 who endure this hell on earth. Go. Be there. Try to work  
 there. Try to sleep there. Not for hours, but for days. Then  
 tell them how insignificant it is.

Port Angeles, WA  
13 hours ago

The Navy's Growler expansion program will destroy the peace and quality of life on the Peninsula and in our National Park. This beautiful area should be protected for generations to come.

I'm in the flight path and find the sound really disturbing

Freeland, WA  
13 hours ago

My concern for preserving and protecting the waters surrounding Whidbey Island. Keep the Navy from expanding the Growler Jet Pilot Training to South Whidbey.

Port Townsend, WA  
14 hours ago

I am signing because the Olympic Peninsula is my home and the carbon pollution from the Navy growlers is ruining one of the most pristine places on our planet.

Greenbank, WA  
14 hours ago

My wife and I bought a home last year to retire in. It was valued based on proximity to the NOLF and the frequency of practice flights. I know needs for the military vary and expected some extra disruption of our island quiet based on need but we did not buy where currently levels of activity directly lowers the value of homes like Oak Harbor. Whether we are willing to "adjust" to increased noise is a separate issue. This also would require additional capital to improve sound insulation to maintain acceptable sound levels in our home.

In my opinion if the Navy knowingly lowers the value of our home and creates a need for capital improvements in our home we deserve compensation for loss of value and capital for improvements or they should resort to another plan.

Sincerely,

There is plenty of 'not so prime' property in the US for the Navy to use in its war games and EMF training!!!! These 'games' ARE destructive to humans and environment. The Olympic Peninsula is one of the greatest National Park areas that our government is legally bound to protect but is covered by the military and its fear mongering to uphold. Eisenhower said there is NO such thing as absolute security. Trying to achieve it by damaging our environmental treasures and innocent citizens is NOT intelligent or moral!!! MAN-UP and MOVE back to the unpopulated desert areas in Idaho/Utah that you used to use. No longer respecting and protecting humanity and environment is a huge sign of a deteriorating culture.

Clinton, WA  
14 hours ago

To help preserve in of the most beautiful spots in the world. My family deserves the freedom to live in a peaceful and quiet atmosphere.

I oppose the escalation in the Middle East, and making war for economics. I am also opposed to the sonar noise causing such stress to marine mammals. Let's lead by the example of peaceful and sustainable economy here in Washington. It's time for REAL change!!!

We have to stand up to the destruction of our environment. Even if I didn't live in this neighborhood (and I do live here in the San Juans and hear the Growlers all the time) I would still sign on. It's the right thing to do. When powers that be make bad decisions we can't just sit back and let bad results happen. And they WILL happen!

Stanwood, WA  
15 hours ago  
Growler noise is unbearable!

Without your support, we will lose every thing that is unique and pristine about the fragile pacific northwest coastal region.

Sequim, WA  
16 hours ago  
We must protect the quiet and solitude of our forests. This is an assault on what Roosevelt intended.

The Olympic National Forest land is already slated to have the Electronic Warfare range imposed on it. We cannot let our country become a giant training ground for war. This is moving in the opposite direction from where we need to be headed.

This is insanity ! Don't ruin Whidbey Island !

Coupeville, WA  
17 hours ago  
Our health and our environment is being destroyed ostensibly to protect us. I fail to see the logic or the value of this approach.

Greenbank, WA  
17 hours ago  
I'm signing here as a concerned Whidbey resident who cares deeply about our community. The planned increase of flights is truly deplorable! If commercial airlines use simulators for training, surely our military can do the same.

I don't agree that we need to disturb the peace in order to keep it.

Eastsound, WA  
17 hours ago  
END this military MADNESS!!!!  
No more military expansion in the Salish Sea, Puget Sound, and Olympic Peninsula.

IT'S TOO LOUD.

I care about the environment & the farmers.

[REDACTED]

Sequim, WA  
19 hours ago

I am signing because the quality of all our lives are threatened. The impact on our daily lives is immeasurable. The Navy totally disregards the rights of the Olympic Peninsula people.

This would really adversely affect my choice to vacation up there..how sad that this could come to pass...I have recently discovered the area too. Please don't cave to the Navy...

The Navy is a corporation acting like most corporations - no concern for citizens affected by them. I am one of them. THIS IS WRONG ON SO MANY LEVELS.

[REDACTED]

Coupeville, WA  
20 hours ago

The noise is unbearable now. More flights are not acceptable. We've become the middle-east of Coupeville!

Although right now we are not experiencing the loudest noise from the jets there definitely has been an increase in the noise with the growlers. There is also the concern with the jets coming further south during their touch and goes at OLF which is happening now. With more growlers coming onto the Island who knows how far the flight path will extend and this concerns those of us on the south end of the Island. And I am concerned for the people around OLF and anyone who is effected by the flight of the jets. Although there has been denial that the growlers are louder I can attest from our experience here in Greenbank that they are much louder. We could barely hear the previous planes but are very much aware when the growlers are training at OLF now.

[REDACTED]  
Greenbank,WA

this is a critical issue!

[REDACTED]

Langley, WA  
21 hours ago

I was traumatized by low-flying Growler noise last year in Coupeville. When the jets flew at a very low altitude over the house, my heart rate went up and I was forced to evacuate. I am not able to live in Coupeville because of the severe noise disturbance.

[REDACTED] MD

Langley, WA  
21 hours ago

As a physician, I am particularly concerned about the actual and potential dangerous health impacts enumerated in the petition.

Noise is deafening and it seems to happen in the middle of the night too!

[REDACTED]

Freeland, WA

22 hours ago

We have a fragile ecosystem that Growlers threaten with noise and environmental pollution. We need to be better stewards of this natural resource.

Port Townsend, WA

23 hours ago

I'm signing because we feel like the Navy can do whatever it wants and private citizens don't get any real voice.

I'm signing because I care about the health and welfare of my fellow citizens on Whidbey, as well as the welfare of our marine mammals and the environment. We have a right to a livable environment that the Navy is putting at great risk.

the health and safety of all of us is in danger from this...and it put in danger our beloved wildlife.

Freeland, WA

23 hours ago

We are stunned to hear of the unreasonable increase in jet test flights for our small Whidbey Island. The past amount of growler touch and go's has seriously affected the quality of life and the health of residents here. Instead of finding a solution, we're finding out they propose to INCREASE the flights way way over anything I can wrap my mind around. Have a care! Please!

grrrrr

Coupeville, WA

23 hours ago

My family has been here since the 1800's. This community is part of a cultural fabric, which also includes a National Historical Reserve. My big question is why the Navy hasn't considered other options for touch and go landings, that do not destroy a way of life that has been here since settlers came (and before). Of course the pilots need to be trained, but this is not the only option. Please ask the Navy to look for alternatives, it would save the way of life of many communities, including ours in the heart of Ebey's Landing National Historical Reserve.

The noise level is actually physically painful as well a frightening.

Port Townsend, WA

24 hours ago

The sound impacts of the Growlers HURT us. Please do not increase! Please stop!

Freeland, WA

24 hours ago

I'm signing because our serene landscape and homes need to be protected from the noise and destruction of the Growler jet pilot training.

Please do not allow this destruction to happen.

I live on Whidbey Island. I grew up navy, and was married to a navy pilot. No prejudice here. Yet, this beautiful nature

filled island of retreat must not be subject to increased affects of military activity. It's time to draw a line around our natural resources, and to say: no further.

Freeland, WA

1 day ago

I do NOT want the military commandeering our peaceful home!

Greenbank, WA

1 day ago

This is an alarming development that deserves close scrutiny

I live hear and will be subject to the outrageous level of noise these planes create in their flyovers..Stop and stop it now from going further.

Friday Harbor, WA

1 day ago

We are very worried about the new administration. It looks like it will be up to the State of Washington to keep our environment safe

Seall's, WA

1 day ago

I agree with everything in this petition. The Navy has a very bad environmental record.

Coupeville, WA

1 day ago

I'm signing because when the growlers fly over my house, on their way to OLF, I cannot carry on a conversation with anyone in my home. This usually means 3+ hours of one plane every minute, except for the 30 minute or so break between sessions.

I am overwhelmed by the impact of the military: noise, money, and attitude. We do not need this excessive investment in military weapons, and we do not need or want to live with the impact on our daily lives.. No more military expansion in the Salish Sea, Puget Sound, and Olympic Peninsula.

Langley, WA

1 day ago

I love on Whidbey and don't want noise pollution in the idyllic life I have chosen for myself and my family. I support all the items listed.

Port Townsend, WA

1 day ago

I believe we could be putting more of our resources into peaceful ways to create a peaceful planet. All the money put into the military in this country is appalling and degrades the environment as well as our spirits.

Seattle, WA

1 day ago

When considering what to approve or not approve in regard to adding growler jets to the Naval Air Station on Whidbey Island, please keep in mind that this issue impacts residents and their families. It is not Okay to pollute the environment with this kind of noise. Please appoint a commission to represent everyone affected and give the populace a voice and true representation.

The noise level of the growlers creates anxiety with each pass. My home vibrates and conversation has to stop. Sleep is impossible. Why ruin one of the most beautiful places on earth with this activity when there are better alternatives? It is harmful to our economy, our health and our well being.

Langley, WA

1 day ago

Please don't militarize The Salish Sea.

Langley, WA

1 day ago

I am greatly concerned for the well-being of people, wildlife, and the quality of our land here.

Langley, WA

1 day ago

I'm concerned about disturbing the health of the Salish Sea

Port Angeles, WA

1 day ago

I'm negatively affected by Navy exercises.

Lopez Island, WA

1 day ago

I support this petition completely. After attending the Navy's open house on Lopez about their EIS.....it is clear nothing has changed since their 2014 draft EIS.....except that they have repackaged their irrelevant facts and still refuse to do actual measurements on Lopez.

I agree with this petition assert there are less environmentally sensitive and populated locations for such Navy purposes i.e. China Lake NAWS in CA. Please oppose this ill-conceived proposal at every level.

Military jets regularly interrupt my work, I teach online and cannot teach or have conference calls when the jets are flying. They are MUCH louder than commercial jets. All conversation must stop when these jets fly over, and they regularly break the legal limit of allowable noise set by the EPA. That means they are damaging our hearing and our health too. Can we expect compensation for loss of income and deteriorating health? If not why not? We deserve answers and action.

Langley, WA  
1 day ago

If you cannot protect our way of life, you will not have a nation to protect.

Clinton, WA  
1 day ago

It will seriously DEGRADE PROPERTY VALUES by degrading the environment that brings people here.

Oak harbor, WA  
1 day ago

I oppose the addition of many more "growlers" for reasons of public health and sanity.

greenbank, WA  
1 day ago

We are already experiencing an increase of fly overs in the Greenbank area. We moved here to escape urban chaos. Our need for peace and tranquility increased with the growth of Seattle in the 46 years we lived there. The environment on Whidbey is too precious for the risk posed by increased navy activity.

San Francisco, CA  
1 day ago

It's way too loud and destructive - if you've been out there you know exactly what this petition is about.

Freeland, WA  
1 day ago

I live south of Coupeville and even the current level of jet noise is unacceptable, let alone the huge increase proposed. Please help us!

The Salish Sea is sacred water. We need to protect it now!

Seattle, WA  
1 day ago

I sail and fish around Whidbey Island. I also attend silent meditation retreats on the Island.

Langley, WA  
1 day ago

My life and the lives of my neighbor matters.

Port Hadlock, WA  
1 day ago

I love peace and quiet. Planes have never needed to fly so much here. As a private pilot, I avoid areas sensitive to wildlife. We need something to do besides be "military boys and girls". Let's support education. The military is in large part fodder for the unimaginative. How about fewer

people and a halt to the destruction of our precious wilderness areas. People whine about the demise of logging after the desecration of the forests that they unwittingly accomplished. Let's please not dedicate the Olympics and Puget and SanJuan areas.

Asking to live in peace is a reasonable request, asking for a way to practice is a reasonable request, asking for the survival of a community is a reasonable request. It's time for respect for the rights of all parties in this dilemma to take precedence, and we have to be very careful not to steamroller over the rights of the very Americans the Navy is sworn to defend.

[REDACTED]  
Kapa'a, HI  
1 day ago

I'm a veteran for peace, and I am totally opposed to the insanity of more military expansion. I lived on Whidbey for 32 years. End the military madness.

[REDACTED]  
Langley, WA  
2 days ago

The unbearable noise and vibration is ruining the most beautiful place and the only home I've ever been able to afford to own as I retire.

[REDACTED]  
Camano Island, WA  
2 days ago

We need to depolarize this issue and recognize the health and environmental impact of the military over our communities.

[REDACTED]  
Port Townsend, WA  
2 days ago

We are being overwhelmed. And we're a huge target.

[REDACTED]  
Blaine, WA  
2 days ago

This land is my land:)

[REDACTED]  
Greenbank, WA  
2 days ago

I live in Greenbank, and already hear the growlers on their turns heading back north. An increase, especially of the magnitude suggested, will be a major aural disturbance, and will pollute and cause a drop in property values, in addition to negatively affecting our health and our drinking water. I've been on Whidbey over 40 years and have never been so worried. This is a bad idea.

[REDACTED]  
Port Townsend, WA  
2 days ago

The decibels over Port Townsend are so loud that I cannot sleep or focus on productive work during the day when the planes are flying. My class in Coupeville had to be interrupted & stopped when the planes flew over. I am also concerned about increased toxicity in the Salish Sea, specifically Admiralty Inlet, with ramifications for all of Hood

Canal and Puget Sound. We live here because our environment allows us to be here and healthy. Help us keep it that way.

Take one airplane from Whidbey Naval Air Station with many pilots to a remote desert airstrip inland and then they can practice there and then bring them back to their home station. This would protect the wildlife of this Salish Sea, Western Wa. and all the millions of people in the area.

[REDACTED]  
Anacortes, WA

2 days ago

The growlers flying over Anacortes, where I now live, make conversations stop and people to put their fingers in their ears to stop the incredibly loud noise. The growlers must not go over Port Townsend or the Olympic Peninsula. It is unlawful to harm wildlife and destroy our environment, just because the growler jets are the U.S. Navy. DO NOT have growler jets in Port Townsend and over the Olympics. Just don't.

[REDACTED]  
Port Townsend, WA

2 days ago

I live here and not only do I find the jet noise disturbing, the Navy has no right to degrade the environment in this way.

In addition to the increasingly negative impacts on Island, San Juan, and Jefferson County, the growing use of the Olympic Peninsula for EW training is destroying the soundscapes of Olympic National Park -- including the Hoh Rain Forest (one of the heretofore quietest places in the country. The Navy has the option to improve some of these situations (e.g., engine noise dampening, returning to Mountain Home AFB for EW training. The Navy has been unwilling to do this on it's own. Our government leaders must provide leadership in this area.

[REDACTED]  
Freeland, WA

2 days ago

we need healthy peaceful nature more than growlers.

The noise is deafening, our children are subjected to the noise while in school. IN SCHOOL!

[REDACTED]  
Oak Harbor, WA

2 days ago

Whidbey Island is one of the most beautiful places on the face of the earth. Surely there must be better places to practice these terribly noisy landings.

The Navy obviously has no regard for the harm they are causing to the people and wildlife whose freedom they are supposedly aiming to defend. They unashamedly admit that this harm will occur and seem to consider it as acceptable collateral damage. It is not acceptable! And, to pretend that they're evaluating the true environmental impacts of their current and future activities is insulting and shameful. We absolutely need our elected officials to ensure a FAIR and REALISTIC analysis of the consequences of current and future NAVY activity in Washington.

This is our life too, and I've lived here for almost 40 years. The Navy seems to answer to NOBODY. What about their sonar testing in the vicinity of our Endangered Southern Resident Killer Whales? The Navy could care less .....

To me this is not the sound of freedom, and I can't even hear my own tv in my own house sometimes because of the noise.. And sometimes they fly late.. Time to stop it and let us have peace...  
2

I'm signing because in spite of what many people have said regarding the detrimental and highly dangerous effects of placing all the Growlers here at NASW the Navy in its EIS has indicated that the Growlers WILL come here no matter what. I say dangerous because we will all be in a accident potential zone. So it's not just about noise.

[REDACTED]  
Coupeville, WA  
2 days ago

Listen to the voices of the people who live and work here.

[REDACTED]  
Twisp, WA  
2 days ago

I lived on Whidbey Island for eight years, now live in the Methow Valley where the Oak Harbor base planes fly over my current home at 500 ft creating painful noise.

[REDACTED]  
Coupeville, WA  
2 days ago

The Navy was not truthful about the increased noise impact of the Growlers

The noise is deafening, at my house, the elementary, middle, and high school.

[REDACTED]  
Langley, WA  
2 days ago

I agree with the need to challenge the Navy on all the key points itemized in this petition.

[REDACTED]  
Coupeville, WA  
2 days ago

We need to ensure that the USA we are protecting with our armed forces is still worth saving.

[REDACTED]  
Clinton, WA  
2 days ago

Because...this kind of increase in air traffic should only be allowed thru negotiation with the residents of the areas impacted

The military must be more responsive to the public, particularly in areas such as Whidbey Island and the Olympic Penninsula.

Stop the excessive noise from Growler jet pilot training

Kingston, WA  
2 days ago

There is already plenty of noise pollution. We live near a shoreline on Puget sound and silence is non existent

Freeland, WA  
2 days ago

Noise is an overlooked form of pollution on our beautiful island and in our beautiful state.

Hillsboro, OR  
2 days ago

I live in Coupeville now

Freeland, WA  
2 days ago

I like the serenity for which we came to Whidbey. The growlers make an awful noise.

I'm thinking there could be better places to practice, without such impact on people, animals and the environment.

I'm signing because I live here, as do the whales.

Langley, WA  
2 days ago

The noise is heard all the way down the island right now, ever since the Growlers came. I invite you to come out or send someone out without warning to experience the levels of noise.

Olympia, WA  
2 days ago

I have experienced Navy Growlers cruising valley Bottoms and Mountain tops in the North Cascades and Okanogan Wilderness, it is very disturbing, and must affect every living thing within miles of the planes flight path adversely. Why are we turning the entire world into a war zone?

I fear the peaceful existence we treasure so much on Whidbey Island will be destroyed by the horrific noise of Growlers filling the airspace above us. Please help stop this. We don't need more Growlers, we're not even at war. It's all just for the benefit of a Navy that believes it owns all of us. There is no need for it. Squash this please!

There has to be balance and protection of our publicly own parks. The Navy is not being a good neighbor and has not been honest and ethical.

Langley, WA  
2 days ago

The Navy's Aggressive and insensitive increase in an already excessive noise level from the Growlers is making life on Whidbey intolerable and will have an unacceptable impact on not only human life, but also wildlife and farm

animals, not to mention the economy. Please intervene on our behalf.

[REDACTED]  
Coupeville, WA  
2 days ago

With the Navy's ongoing expansion of Growler flights and sonar testing I am beginning to feel as if I live in a militarized zone. They are not behaving as thoughtful and courteous neighbors. Please Gov. Inslee, the residents of the Salish Sea region deserve more control of our environment than the Navy is allowing us to have.

[REDACTED]  
Seattle, WA  
2 days ago

The Olympic Peninsula is a sanctuary where people go to escape the noise. Why add planes to Coupeville instead of Lemoore, CA or a base that makes more sense? The thought of walking through Port Townsend enjoying the deer and peaceful nature then having a "growler" blast through is very disappointing.

This is going to upset the wildlife, the standard of living for the citizens, the agriculture including but not limited to the animals, crops, soils, and elements such as the weather (rain, snow, etc). The Navy has several bases around the country, or rather there are several several armed forces bases that have been closed around the country. Why can't they utilize one of the closed bases and renovate that one? This is a spurious waste of federal tax dollars.

[REDACTED]  
Greenbank, WA  
2 days ago

The Whidbey Island community proudly hosts and supports the Naval Air Station. These revelations about the hazards posed by Naval activities are alarming, a betrayal of the public trust. Surely, in truth and good faith, we can find solutions to these stark issues.

[REDACTED]  
Brooklyn, NY  
2 days ago

I want to protect this beautiful island from the damage and toxin caused by military use

[REDACTED]  
Langley, WA  
2 days ago

I have experienced the Growler noise. It is impossible to describe how intense it is. The environmental factors need to be discussed openly and a solution negotiated by both groups.

[REDACTED]  
Clinton, WA  
2 days ago

I fear for the health of our farms and tourism with the increased noise and pollution this would bring. I support local farming and my very livelihood is dependent upon a healthy tourism economy on whidbey. Not to mention the impacts on the ocean and land mammals who use either echo location...

[REDACTED]

Seattle, WA  
 2 days ago  
 We want to enjoy the peace and quiet of the Northwest. We didn't sign up for this

[REDACTED]

Coupeville, WA  
 2 days ago  
 I'm signing because the significant impact of the proposed increased military training presence requires more scrutiny and alternatives.

[REDACTED]

Clinton, WA  
 2 days ago  
 I cannot believe that the Navy needs one of the more pristine living areas in Western Washington to practice its piloting skills. There needs to be alternatives that are more reasonable.  
 2

To this day the Navy has not complied with NEPA. No one is fooled by the polli-speak. This is a bridge too far and it must stop.

The noise of the Growlers when they fly over me on South Whidbey is INTENSELY UNPLEASANT and all activity must stop as I cover my ears. The Navy already has designated land reserves to practice flying over in remote areas not dependent upon tourism like the Puget Sound lowlands of Whidbey Island and the Olympic Peninsula; Growler exercises over these areas is a military overreach that is not acceptable as it affects our local quality of life, health and economic stability.

[REDACTED]

Clinton, WA  
 2 days ago  
 Protect we the people from the military.

[REDACTED]

Port Townsend, WA  
 2 days ago  
 It is a disturbance to a city of 10k! 8000 to 35000 take offs per year? Seriously?

[REDACTED]

Leadville, CO  
 2 days ago  
 I spend a lot of time on Whidbey Island. While the jets are always annoying, they are currently not a noise hazard. At these expanded levels, this could be detrimental to the daily lives of people on the island. Please do not increase operations by 475%. This is unacceptable.

[REDACTED]

Port Townsend, WA  
 2 days ago  
 The Navy's process is flawed to the point of being a farce. The issues are very real and certainly need to be

addressed by unbiased processes with authority and the power to act on genuine findings not dances around the issues.

Freeland, WA  
2 days ago

Want to see the quality of life change for the worse in almost every arena? We live on Whidbey Island, and if you think there won't be climate change here, you are wrong. Locating all Growlers here also makes our community a prime security target. Are you willing to risk our tourism dollars on ruining the Olympic peninsula, Whidbey Island, and all parts in between? When the flights go overhead, no one can even have a conversation - what does that do to wildlife? Take this to an uninhabited place, please. And before you do, clean up the mess you have left behind on Whidbey - water contamination, bad soil, unexploded ordinance in our waters... Take more time to make a plan that has REAL public input!!!

The decibel levels of the Growlers are dangerous to human and animal life.

Friday Harbor, WA  
2 days ago

Furthermore, the expansion of the military (of which this is a part) planned to increase even more with the incoming regime is unnecessary and should be drastically cut back. Our military should only be to defend U.S. territory, and not for wars of global domination.

Coupeville, WA  
2 days ago

The Growlers disturb my work and my sleep and daily activities.

Pt. Townsend, WA  
2 days ago

Protect our land, water, air - All Life - its tranquility and peace.

Sequim, WA  
2 days ago

I wish to question the navy's abuse of these pristine areas and their plans to increase their Growler numbers by 36 which will double their chaff and pollution in the area to the detriment of all life health including your own!

Langley, WA  
2 days ago

I live on Whidbey Island and care about the quality of our environment. We live in a place of incredible beauty and thoughtless degradation of this is unacceptable. I urge the Navy to utilize other resources for training.

what the military are doing here and will do here is lethal. please please protect us by doing what you can to curb the expansion. thank you.

Freeland, WA  
2 days ago

These planes are obsolete before they are even finished being built. It is totally unacceptable that they are also built with no noise mitigation whatsoever. The citizens of this beautiful, cherished land need their voices and concerns to be fully represented and on a level equal to the Navy, Boeing, and political interests that are currently not taking citizen complaints seriously at all.

I live here. In spite of the Navy's misinformation, there is no doubt these Growlers are having a terrible impact on the community. The noise they produce is far more severe than their predecessors.

Langley, WA  
2 days ago

Do not give Navy unlawful right to pollute, destroy our environment, and significantly degrade this region.

Sequim, WA  
2 days ago

For the Navy to use a World Heritage Site and a place as beautiful as the Pacific Northwest for military training with all the noise and pollution they create is simply wrong. We need real leadership on this issue.

Coupeville, WA  
2 days ago

A large increase in the number of flights at the OLF will harm us, mentally and physically. We won't be able to hold meetings without deafening noise or sell our homes when we need to move. The current level of flights we can accommodate, but not the large increase projected.

Greenbank, WA  
2 days ago

Our Navy is pursuing its mission and cannot be - and should not be - expected to police itself on noise and environmental and economic issues. We need higher leadership here. There has never been an unbiased comprehensive study of Growler effects on health in Oak Harbor, Coupeville or the rest of the Sound. Shouldn't we have accurate information before proceeding with more Growlers? The Navy EIS denies any medical effects resulting from excessive noise other than hearing loss, distraction and learning disruption. This is an obviously inaccurate and incomplete position. So what kind of damage are we really talking about?

Port Townsend, WA  
2 days ago

To the navy : please do not destroy our beautiful peninsula with ear-shattering growlers.

Sequim, WA  
2 days ago

This military expansion project does not belong on the pristine Olympic Peninsula.

[REDACTED]

Langley, WA  
2 days ago  
I live on Whidbey and I actual get physically ill from noise.

[REDACTED]

Langley, WA  
2 days ago  
I care deeply for the peace of the islands and surrounding mainland and want to keep it.

[REDACTED]

Eastsound, WA  
2 days ago  
Growlers effect on tourism will be felt far and wide.  
Growlers are torturing US citizens

[REDACTED]

Seattle, WA  
2 days ago  
I have a home on Camano Island...and we are inundated by the noise from the growlers. a 600% increase is not acceptable. A 1% increase is not acceptable. Change how they train pilots. What they are doing now is horrible for the Salish Sea and it's people.

[REDACTED]

Kent, WA  
2 days ago  
Stop this injustice on whidbey island! We're not a test site for the military.... Take it to the desert... Not here in the PNW!!!!

[REDACTED]

Greenbank, WA  
2 days ago  
I lived under the flight zone in Coupeville and this caused excessive panic and anxiety in myself and my animals when they flew over our home.

[REDACTED]

Bellingham, WA  
2 days ago  
This is a severe threat to area residents and health

[REDACTED]

Coupeville, WA  
2 days ago  
Our way of life, peaceful enjoyment of our homes, health and well-being are already impacted. Even the existing level of flights negatively affects our real estate market, tourism, collective sense of well-being, hearing, and private property rights. We don't deserve to have more flights foisted upon us .

[REDACTED]

Carlsborg, WA  
2 days ago  
It the right thing to do. Time to take action folks.

[REDACTED]

██████████

Port Townsend, WA

2 days ago

I agree with all of the key points addressed in this letter. The time for an EIS is before the decision is made to go forward with a project, not after. A "no action" alternative should be exactly that: No Action, not more or less of the action proposed. This project has impacts far beyond Coupeville and other parts of Whidby Island. I am also wondering why the most contemporary technology for these jets is so noisy. Is there technology that can achieve the same military objectives with greatly reduced impacts to the sound and vibrations? This avenue also needs to be thoroughly explored and considered.

██████████

Port Townsend, WA

2 days ago

I care about the health of the wildlife and the environment of the Salish Sea ecosystem. Its health becomes our health.

██████████

Langley, WA

2 days ago

Even here in Langley we are impacted by the noise. When training happens we go from a very quiet and peaceful woodland to the continual roar of jets. If they are this loud from so far away then I can't imagine the grief of having to live closer. Why aren't they training in a less populated area?

We need to know what is going on in our communities. Do we really need to expand our military which is already the biggest in the world? Is this expansion making us safer or just making a small group of people richer?

██████████

Seattle, WA

2 days ago

For the people, for the children and for the health of migratory birds.

██████████

Clinton, WA

2 days ago

resident of Whidbey Island

██████████

Clinton, WA

2 days ago

I'd like to see an honest and open dialog between competing interests

██████████

Langley, WA

2 days ago

We are already impacted by the Navy aircraft noise, especially on cloudy days when they fly over our farm. We are firmly against an increase in noise pollution, let alone water contamination in this fragile region.

██████████

Langley, WA

2 days ago

My bff Ann lives on Whidbey Island and her health matters

██████████  
Langley, WA

2 days ago

There has to be an alternative to harassment of our wild neighbors! STOP!

██████████  
Port Townsend, WA

2 days ago

Audio pollution isn't acceptable. Violating the rights of peace.

██████████  
Port Townsend, WA

2 days ago

I love this place and want to help preserve it for future generations. As a pediatrician, hospital district commissioner, former mayor of Port Townsend, and a grandfather, I urge you to give us a voice.

So many neighbors will be affected

██████████  
Langley, WA

2 days ago

I live on Whidbey Island, have children and grandchildren here, and own a small farm. I am very concerned that the well-being of similar families and small agricultural operations may be adversely affected by the increased noise and risk of pollution that this expansion would result in. On multiple occasions I have been on a farm in Oak Harbor when the planes have been flying overhead, and the sound level has been painful to my ears, which leads me to think that the 90 dBI figure is not accurate.

I'm a landscaper and have a job in Coupeville, when these planes fly over I literally have to stop working to cover my ears. So damaging!

██████████  
port townsend, WA

2 days ago

Hey Jay . Don't you think it's time the Navy tone it down a bit ?

This aircraft is extremely noisy and intrusive. I worry about the effects that the noise and vibrations have on people and wildlife.

██████████  
Coupeville, WA

2 days ago

The Navy is imperiously and uncaringly breaking the unwritten contract with the citizens for a reasonable balance of jet flights vs rural character. They are turning the entire island into a military base, subjecting us to damaging levels of noise, and illegally taking our property values from us without compensation.

You are ruining a beautiful environment and destroying the peace its residents expect in such a stunning natural setting.

What is going on at OLF is unconscionable. While driving my mother-in-law to Oak Harbor she was so frightened by the deafening jet noise over our heads that she started having cardiac symptoms and I had to rush her to the emergency room. This kind of EXTREME NOISE happens everyday, at all hours, and there is no escaping it. It is making our lives hell!

[REDACTED]  
 Lopez Island, WA  
 3 days ago  
 I live on Lopez a Island and want NO MORE GROWLERS.

[REDACTED]  
 Langley, WA  
 3 days ago  
 national historic reserve

[REDACTED]  
 Freeland, WA  
 3 days ago  
 If our present is made intolerable by our planning for a possible future, we are making the wrong decisions.

I personally witnessed Growler fly overs this past summer near Keystone.  
 It was deafening. I can't imagine children in school or residents keeping their sanity with the military exercises and hope that there are areas other than where people live...this includes native people...and geez, what about wildlife?

[REDACTED]  
 Coupeville, WA  
 3 days ago  
 The future of the Coupeville Community, which has existed for nearly 100 years before the Navy arrived, is at risk of profound change, if not extermination  
 3

[REDACTED]  
 Langley, WA  
 3 days ago  
 just like this picture, I too have to hold my ears when these beasts fly over ... PLEASE save our airspace and earspace ... ban these growlers!

[REDACTED]  
 Langley, WA  
 3 days ago  
 Please! It's serious!

[REDACTED]  
 Clinton, WA  
 3 days ago  
 I can't use the parks when these planes fly Over them , several parks, this must bother the wildlife as well

[REDACTED]  
 Coupeville, WA

3 days ago

I am signing to prevent a decline in the Island's quality of live due to threats to our environment, health and economy caused by the Growler flights. I sign to call attention to the negative impact of the military industrial complex on our way of life. I sign to call attention to the wasteful and bloated military budget that ultimately makes us weaker not stronger. I sign as a member of the Episcopal Peace Fellowship.

██████████  
Brieselang, Germany  
3 days ago  
Antje Bahr

██████████  
Port Townsend, WA  
3 days ago

I'm signing because I'm concerned about the well being of people and wildlife in our areas. I'm also concerned that the military is in charge of its own environmental impact study -- conflict of interest there! Obviously lots of money involved. Please stop this expansion!

██████████  
Port Townsend, WA  
3 days ago

I'm completely dumbfounded by the abject lunacy of running such an operation in one of the most pristine and beautiful areas in the world - Olympic NATIONAL PARK!

██████████  
Freeland, WA  
3 days ago

I am signing because I care about the health and wellbeing of those who live under the noise.

██████████  
Langley, WA  
3 days ago

Please give island citizens a voice in the quality of life, healthy noise levels and environmental impact on our pristine lands that the increased navy base flight trainings would have on us all. Thank you.

This is important. This a unique and special place that I have worked very hard to be able to live. the wonderful wildlife are also affected by this warfare practice. There are many less fragile and less populated areas where this practice could take place.

I recently moved to Vashon Island from San Juan and am appalled when I go back and hear the noise of the Whidbey Growlers. I can't believe how normal it seemed when I lived they're.

██████████  
coupeville, WA  
3 days ago

We are continuing a long tradition of farming in Coupeville, but the deafening noise threaten our business and our ability to grow food for our community.

Freeland, WA

3 days ago

Whidbey Island or any residential community is an entirely unsuitable location for these planes.

Langley, WA

3 days ago

do not allow more fighter jet pilot training on whidbey Island!

Germany

3 days ago

I live in Port Townsend.

The noise is unbelievably disturbing- causing me anxiety and panic attacks. Not to mention lack of sleep. There are ways to do this without destroying our home.

Port Townsend, WA

3 days ago

I have lived on the Olympic Peninsula for over 25 years and had to learn that the noise of the Growler jets is not the Sound of Freedom but of Paradise lost.

HELP!!!!

I'm signing this petition because the Navy should not be able to run roughshod over people who live on Whidby Island and any others under the flight paths of the Navy Growlers. You are increasing the noise levels by adding 36 new Growlers to an already very noisy arsenal of Growlers, you are having too high of an impact on the people and other animals in that environment. You are also polluting the air and land with the emissions from these planes. This part of Washington state is unsuited for Navy militarization because of the farmlands and populations of people. Listen to the people! You are supposed to protect them, not persecute them with noise pollution!

The noise is excessive, hard on the nervous system of human and animal populations, the pollution inexcusable and the desecration of wildlife and beautiful rain forest a crime.

Woodinville, WA

3 days ago

We own property on Whidbey Island and plan to build a house there. We do not want our new surroundings disrupted by noise when the peace and serenity of the place is the reason we bought land there in the first place.

Port Townsend, WA

3 days ago

Many of us in Port Townsend are extremely distressed over the noise and the navy attitude that they can do as they please to disturb our environment and sanity. Please do something important to restrain them. We are not a warring people!

Freeland, WA

3 days ago

noise pollution

I love Ebey's Landing for it's beauty and I have property in south whidbey as well as live under the jet path in Seattle which is very loud as well so I am very much in support of this effort. I bought property to get a way from the noise.

[REDACTED]  
Coupeville, WA  
3 days ago

A six-fold increase in flights, and much louder planes makes for an incredible negative impact on quality of life, let alone my hearing!

[REDACTED]  
not required, WA  
3 days ago

We moved to Whidbey accepting a certain amount of noisy disruption from the Prowlers. We were not expecting a 600 fold increase in quantify of flights and the transition to even louder Growlers. They are not merely unpleasant - the noise is painful to my ears - and I already had reduced hearing. I can only imagine what it is doing to children's future ability to hear.

[REDACTED]  
Lopez Island, WA  
3 days ago

I am a fourth generation islander and although I have lived with the jets all of my life I do not support their expansion. They are loud enough to interrupt conversation when they fly over.

I live in San Juan County and this is very important to me and my community.

My wife and I live on the Olympic Peninsula and the Navy is severely degrading its natural environment.

[REDACTED]  
Port Angeles, WA  
3 days ago

I live in Clallam County and we are also very concerned about destructive Navy plans for our area.

[REDACTED]  
Friday Harbor, WA  
3 days ago

The noise from the growlers is already unbearable. I moved to San Juan Island for the peace, and that peace is destroyed almost daily by jets taking of and landing every 15 minutes.

The effect of the noise from the Navy fight jet pilot training is absolutely disgraceful, disrespectful, degrading and dangerous to health, habitat, property and environment. Appoint a multi-stakeholder commission to advocate for citizens!

[REDACTED]  
Langley, WA  
3 days ago

I am personally questioning the motives of the Navy in the EIS action. Protecting our country while destroying fragile components of our country does not make any sense.

██████████  
Langley, WA  
3 days ago

I am signing this petition because I believe that all must enter into good-faith discussions in order to behave like neighbors. At present the Navy is the big dog on the island and has the power to ignore the voices of ordinary citizens. This is not the behavior I expect of an agency of my government, an agency that my taxes fund.

██████████  
Freeland, WA  
3 days ago

I live on an island that provides homes and reasonable living conditions for its citizens, animals and environments that are in danger of losing their livability and future health. I am not anti-military, I just want to make sure we are not sacrificing the lives and well-being of all that share this land and the seas around it.

██████████  
Clinton, WA  
3 days ago

The Growler is much louder than previous planes. When a person has to stop speaking as one of these planes passes overhead, because the person being spoken to cannot hear the speaker, it's too loud. Please give us a voice. Thank you.

We need your help to save not only our community but all of central Whidbey and the pristine environment of Ebey's Reserve.

██████████  
Greenbank, WA  
3 days ago

I want to preserve the serenity, beauty, and wildlife of Whidbey Island.

██████████  
Bellingham, WA  
3 days ago

Our voices need to be heard - the noise is unbearable there

██████████  
sequim, WA  
3 days ago

The navy has been a duplicitous and manipulative pig with the Peninsula.

██████████  
Coupeville, WA  
3 days ago

Enough is enough -- the proposed increases in flights is way too much.

██████████  
Coupeville, WA  
3 days ago

Citizens need to be included when decisions affecting their quality of life are made! No one living in the flight pattern signed up for this many planes flying overhead, and an increase in the number of planes of this magnitude requires citizen involvement!

[REDACTED]  
Coupeville, WA  
3 days ago

I'm so tired of the Navy's ongoing and blatant disregard for the environment and for the taxpayers whose dollars pay for their salaries and horrible weapons. Our elected "representatives" clearly (whose salaries we pay and who ask for our votes) clearly have never shown any advocacy for constituents when it comes to the military. It's time they do their jobs, particularly since they all claim they care about this beautiful area, and yet regularly turn a blind and hypocritical eye when the Navy trashes it yet again. It's obscene.

[REDACTED]  
Freeland, WA  
3 days ago  
The Navy should run our island

I've lived both on Whidbey Island and Tacoma under the flight path to JBLM. we used to have to stop class until the overhead flight passed. I can't begin to imagine how increased flights will denigrate the quality of life. Awful.

I purchased land and built my home in Olga on Orcas Island. It was peaceful and quiet. Months ago, jets started flying over Olga generating noise starting at 6:20 am and going on until midnight on some days. I am woken up every morning by the noise. I have anxiety and PTSD which is triggered by the jet noise. Please, what can be done about this? I urge you to remedy this situation. I will be part of the solution if I am needed. I wrote a letter to the Sounder (our local paper) last week regarding the jet noise. I am expecting it to be published in tomorrows newspaper.

[REDACTED]  
Coupeville, WA  
3 days ago  
I want to reduce, not increase, the jet training flight noise around Coupeville.

[REDACTED]  
Greenbank, WA  
3 days ago  
I live on Whidbey and am affected by the noise pollution and worry about its effects on our overall environment. The military should never take precedence over civilian safety or the health of our beautiful environment.

[REDACTED]  
Lopez Island, WA  
3 days ago  
My property, life and work have experienced the excessive intrusion and expansion of Navy activities. Negative health effects, declining property value, and an inability to conduct my income-producing work in my home office are the effects of a Navy installation that is out of control.

[REDACTED]  
Bellingham, WA

3 days ago  
 The people and natural resources of the immediate area cannot sustain a 600% in the amount of flight operations.

We would like to have a voice concerning the increased Growler touch and go activity on Whidbey Island..

Langley, WA  
 3 days ago

Militarizing the Northwest frontier violates our stewardship responsibilities to the land, its people, and its creatures ... not to mention the waters!

Port Townsend, WA  
 3 days ago

With the US Military, by far, the greatest organization / consumer of fossil fuel around the globe, I have to wonder at how much thought is devoted to our need to pare down the size of our military. Is the military not looking at climate change data, or are the members of the military too compromised by their financial dependence on the continual expansion of military endeavors to worry about the future of life on the planet for their children, their grandchildren and beyond? Somehow, having a continually expanding military budget in the name of national security when planetary security is now the bigger concern seems to me to border on insanity. I cannot be the only one who thinks this way....

The negative impacts on humans and animals need to be acknowledged and ameliorated.

New York, NY  
 3 days ago

Our rights and health are vital!

n/a, WA  
 3 days ago  
 It's not only the noise but the effect of Naval electronic warfare operations. Both must be stopped immediately!!!!

Port Townsend, WA  
 3 days ago

The impact is substantial over the Olympic N. P. as well as citizens of Port Townsend. Please help us stop or relocate this program.

Clinton, WA  
 3 days ago

Governor, please add our and my request for a mediation commission to heart. The state has many other commissions and task forces to increase the number of military personnel and projects in our state. There are NO commissions to resolve military/civilian differences or provide the public real opportunities to alter outcomes.

Democracy is built upon compromise. We want some balance. Please be our voice in assisting us in making Puget Sound's future possible, otherwise we are doomed to a complete military occupation of our lands, air and sea.

[REDACTED]  
 Eastsound, WA  
 3 days ago

This is my home, not a noisy, polluted war zone. Do not allow the the armed forces to ignore the rights of the people of this country to live in peace.

[REDACTED]  
 Greenbank, WA  
 3 days ago

We must protect our bioregion- people, animals, and sea life. The Navy is expanding in ways that are detrimental to all.

[REDACTED]  
 Coupeville, WA  
 3 days ago

I chose Whidbey for my retirement because of its serenity. That retirement now is doomed.

[REDACTED]  
 Toccopola, MS  
 3 days ago

I'm signing as I lived in Coupeville, and I will be returning. Considering what I experienced when I lived there, the noise, the disruption, the expansion is unfathomable.!!

[REDACTED]  
 Seattle, WA  
 3 days ago

I have been there when the jets fly and the sound is deafening. They should not fly so close to people's homes: it's not safe!

[REDACTED]  
 Coupeville, WA  
 3 days ago

The expansion of Growler flights in Central Whidbey will destroy the tourism, property values, and quality of life that make this a special place.

[REDACTED]  
 Greenbank, WA  
 3 days ago

These are too noisy and we dobt need this.

[REDACTED]  
 Coupeville, WA  
 3 days ago

i dislike being tortured by these planes, and i'm sick of being lied to by the military.

[REDACTED]  
 langley, WA  
 3 days ago

We need an adult conversation regarding the impact of the military in our lives. Local discussion is totally polarized. We need a third party to mediate.

Langley, WA  
3 days ago

Whidbey is not and shall not be a "Navy town." Growler noise is the straw that breaks the camel's back, but electronic warfare, intrusion on parks, water pollution, animal welfare, unsubsidized overload of our infrastructure are all insults that the Navy dismisses.

Carlton, WA  
3 days ago

The military already has TOO much presence in the PNW.

Bellevue, WA  
3 days ago

I'm concerned for the families of Coupeville.

Seattle, WA  
3 days ago

I periodically vacation in that beautiful areal

Oak Harbor, WA  
3 days ago

My family lives north of Oak Harbor this includes my spouse , two children, and four young granddaughters. Our lives have become a nightmare due to FCLP's done by the Growlers . Try to imagine 75% of your year having jets flying less then 500 feet above your house with decibel readings above 100 + ... You cannot be outside, have your windows open or sleep. The Navy's own EIS list the population numbers being affected.. How can it be acceptable for even one child to suffer health issues ? I have determined we are expendable in this equation and that is devastating to realize that the military your husband served is willing for you and your family to be harmed.

Freeland, WA  
3 days ago

I live on Whidbey Island and care deeply about our community and environment. I have experienced Growler noise and find it terrifying, harmful , and painful. Put the health of citizens and environment first!

Freeland, WA  
3 days ago

Noise pollution disturbs our hearing, peace, immunity and health impacts from fuel toxins as well as wildlife health. Please limit their negative impact.

Coupeville, WA  
3 days ago

I'm signing this petition for the reasons stated in the letter. And more importantly, there is no ratio shown for potential catastrophic events with the increased use of OLF. And nowhere in the EIS is there any plan of action in case of a catastrophic event as took place in 2014 in Eastern Washington where we lost three young soldiers. I understand our military needs to train, but the term alone should be detriment enough to keep such training away from populated areas. To my knowledge, Coupeville is not staffed with first responders or equipment to handle such a catastrophe.

Port Townsend, WA  
3 days ago

The noise. How can the Navy just decide to ruin a community?

Coupeville, WA  
3 days ago

I was a Navy wife for 20 years, and have lived on the Island since 1992. I feel the Navy is threatening the health of the citizens and their individual rights with its new aircraft and with the highly increased number of flights in the new EIS. The Navy is not currently able to fly their current number of flights without generating noise levels that cause permanent harm. Their proposed operations will cause further harm to the local citizens and need to be reigned in.

Alta Loma, CA  
3 days ago

We recently bought a home in Coupeville and we are very concerned for our 6 year old daughters and our health!

Coupeville, WA  
3 days ago

I live and farm directly under the flight path of OLF. We experience noise levels of 130+ db which negatively effect my quality of life, my business and my employees safety. I now learn that my well may also be contaminated and that my property could be in a crash zone. It is completely unacceptable for the Navy to cause such physical, emotional, psychological, and financial damage to the very citizens it is supposed to protect. The concerns of numerous citizens in several counties have been completely ignored and discounted by the Navy. This is not okay and we look to you, our political leaders, to protect us.  
6

Lynnwood, WA  
3 days ago

The noise directly affects my livelihood, as well as quality of life. Even within the Langley ZIP Code I cannot provide service for the recording artists I work with in spite of the sound treatment in the recording studio when they are flying.

Coupeville, WA  
3 days ago

Because silence, peace and quiet, are what draws tourists and residents to the Olympic Peninsula and San Juan Islands. In their mission to protect us they are shredding our healthy eco-tourism industry with growler noise. Already Deception Pass State Park is unusable. Please train at your expense at Mountain Home! No increase in noise!

[REDACTED]  
Coupeville, WA  
3 days ago

This is my hometown. I have planned on retiring here to be with my friends and family but the noise level is deafening. I don't feel protected I feel violated. What exactly is the Navy protecting? Certainly not the people of the Olympic Peninsula. I appreciate the military's service but this waste of taxpayer money doesn't serve anyone. What if it was your town and your family? Yeah you would be infuriated with the noise level and the negative health effects associated with it environmentally as well as human and animal life. Find another way please.

[REDACTED]  
Oak Harbor, WA  
3 days ago

I have a home under the increasing noise my lovely land ruined by an inability to enjoy why I moved here. Now I must also in fear of my water well poisoning my family. No one listens to me I've been called a liar by elected officials at public meetings. Yet I pay taxes to be treated like a criminal. HELP

[REDACTED]  
coupeville, WA  
3 days ago

The toxins that the jets emit when they dump their fuel are poisoning the aquifers and the Salish Sea. All of the work to restore salmon habitat is being compromised by these jets.

[REDACTED]  
Beverly Hills, CA  
3 days ago

I am a summer resident of San Juan Island and might retire there in the near future. The noise from the Navy jets have impacted our lives on the island.

[REDACTED]  
Langley, WA  
3 days ago

I am the owner of [REDACTED] on Whidbey Island and my business (and customers) are severely impacted by jet noise in the most beautiful parts of Whidbey Island. Great way to destroy our natural beauty. :(((

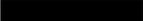
[REDACTED]  
Seattle, WA  
3 days ago

Whidbey Island residents' quality of life and hearing are at stake!!

[REDACTED]  
Greenbank, WA

3 days ago

I support maintaining the peace and quiet and the safety of our communities by protecting clean water, noise-less skies and natural habitats. The advances in your technology afford practicing air flights and electro-magnetic hide and seek in simulators. This will also reduce burning excess fuel, risk of accidents and the developmental health risks to our children and overall stress/hearing and toxin related sickness in our citizens. The OLF flight noise is impacting citizens and life in the Greenbank area as well as the San Juan Island, Canada and the Olympic Peninsula, forests, neighborhoods, sky and sea. The consequences of these flights and war games also put at risk one of the major sources of jobs in our region: tourism. Collectively we work hard at maintaining the natural beauty and peace here, recreational opportunities and heritage. We ask you to appoint a multi-stakeholder commission with the power to negotiate, on a level playing field, binding agreements between citizens, tribes, government and the military. Thank you. Sincerely,

  
Austin, TX  
3 days ago

1.a. Thank You

,  
thhosdaikljaslfd;jkdsfl;ajfl;asdjkl;jfkl;sadjfkl;fjklsd;fdjkl;jkdal;fdjkl;ajkl;fdjkl;ajkl;ruq90ewurfj  
sdsdkljaksl;jfkdasl;jsdfkl;dsjakl;fjklasd;jkfl;jsdakl;jakl;fjkl;akjfdsl;ajkl;jadskl;fjakls;djkflds;ajfk  
la;jfkl;asdjfla;jfl;sajfkasldfjkals;jfkdsal;fjklas;fjklasd;jfkldas;fjkl;ajkl;jkfluriuriq'jfkl"SMNvclka  
wruio[fahj;fhiosdahfoahnoafdnsopdsanfodasfnoasfoanfoadnfoasdnfoasdnfoasdnfoasdnfonfio  
dasnfioeq r80fnaiods;fjiasdojfdsioajfiojjjjfads fadsnios;nfoasnfioas  
asdfiosdafnasdofnosdafn adsfniodsafnioadsnf dsfafjiasd ofjidsa fja sdfjia sfjias dfjias  
fjiasd fjias jfdia

1.a. Thank You

,

I have lived here for 30 years and as of fairly recently the noise has been MUCH louder for much longer than I ever remember. It's awful.

- 1.a. Thank You
- 2.e. Public Involvement Process
- 2.f. Use of Public Comments

,

Please extend the time to make the decision to allow the addition of more Growler Jets, at least another 45 days. People are distracted and busy w/ the holidays this time of year and forcing decisions at this time of year is not fair and just. It does not allow fair opportunity for those in the public. Thank you

1.a. Thank You

, WA 98277

mlmefkemf;ls;sc;z

1.a. Thank You

, WA

I fully support the Navy continuing to use OLF and the addition of more EA-18Gs to the base!

Port Townsend, WA 98368

- 1.a. Thank You
- 2.k. Range of Alternatives
- 2.n. Alternatives Considered But Eliminated

The DEIS did not comply with the National Environmental Policy Act (NEPA) by failing to judiciously examine off-Whidbey Island sites to conduct flight carrier land practice (FCLP).

Clinton , WA 98236

1.a. Thank You

4.r. Nonauditory Health Effects

5. Much like the tobacco industry did years ago, the DEIS selectively and reprehensively cites and relies on out-of-date medical research findings on impacts of noise on human health that are at odds with the overwhelming body of contemporary research. This obfuscation renders the DEIS findings incomplete and disingenuous and demands an honest, complete, forthright evaluation of the contemporary formal medical literature.

1.a. Thank You

,  
THE NAVY BASE WAS HERE BEFORE YOU GET OVER IT

- 1.a. Thank You
- 4.o. Classroom Learning Interference
- 7.j. Impacts on Outdoor Sports

The DEIS minimizes and skews the effects of FCLP jet noise on classroom interruptions by averaging interruptions with periods when jets are not practicing. The average understates interruption events compared with event frequency during FCLP sessions, which are as frequent as an interruption every 1-2 minutes. Interruptions of such frequency complicate teaching and thwart student concentration and break the focus of teacher and student. In addition the EPA states, "Noise can pose a serious threat to a child's physical and psychological health, including learning and behavior," but the DEIS has not recognized the contemporary research. These oversights and failings must be properly addressed and reanalyzed. Also, the DEIS sound measurements must reflect the fact that not all learning occurs in doors. More and more classroom time is being spent out in the new Coupeville school gardens, in addition to other outdoor time such as Physical Education and recess.

Coupeville, WA 98239

Sound The proposed increased number of flights is not sustainable for this community. It is too much for a community to bear. The 35,000+ flights proposed would mean an almost-continuous interruption of any inside or outside work and activities for those near or under the flight path. It would be impossible to enjoy the peace and tranquility of our rural agricultural community, operate successful businesses and maintain a healthy quality of life. I own and operate a farm. My employees and I are in the fields daily. Being directly in the flight path, the existing number of flights is already challenging and, according to the National Institute for Occupational Safety & Health (NIOSH), dangerous for me and my employees. Even with foam inserts covered with headphones, we can still hear the planes – and feel them. The growl goes through the chest and stomach and down into the ground as it vibrates. With approximately 135 flights a day there would be very few times when it would be safe for us to be in the fields. As a business owner, my bottom line is negatively impacted when the planes fly. Any increase in the number of flights would really hurt the farming community. • Productivity goes down as workers are rattled by the intrusive and constant sound. Communicating tasks and instructions becomes nearly impossible. • Customers don't get out of their cars to shop the farm stand. • Chefs who come to shop the fields find that we are unable to talk so they leave. This often costs me in sales. • Farm to table and other agro-tourism events would be negatively impacted. Agro-tourism is a big draw for this historic agricultural community. As a homeowner, our quality of life, the peace and tranquility we moved here for would be destroyed. Our ability to enjoy the quiet of the gardens, enjoy a hike on the beach or the bluff, host a barbeque in the yard, or watch the stars would all be blotted out by non-stop air pollution. Even inside our home with all doors and windows closed we are unable to have conversations and often have to wear earplugs inside the house. This is not right. The proposed increase in the number of flights would allow little or no break from the jet noise. Even now, we sometimes experience 3 per minute. This continuous noise has detrimental physical and psychological impact on those experiencing it, like a type of PTSD. It would be unhealthy for any community to experience this number of overhead flights of a plane with the decibel output of the EA-18 Growlers. I would request no increase to the number of flights at OLF and ask that serious consideration be given to other locations for some of these new planes. Other base options were not adequately considered in this DEIS.

1.a. Thank You  
12.e. Agriculture Analysis  
12.n. Quality of Life  
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



# Public Meeting Comment Form

Thank you for attending the public meeting on the *Draft Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island Complex.*

To be most helpful, your comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: **(1) Provide written comments** at today's public meeting; **(2) Speak with the stenographer**, who will record your comments; **(3) Submit your comments on the project website** at [www.whidbeyeis.com](http://www.whidbeyeis.com); or **(4) Write your comments and mail them** to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS.

All comments submitted on the Draft EIS by January 25, 2017, will become part of the public record and will be addressed in the Final EIS. 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.

1. Name [REDACTED]

2. Organization/Affiliation

3. Address COVINGTON

4. E-mail

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

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

Q: How do the planes make you feel?

A: 20 APE O



Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the public meeting or mail to:

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

**YOUR INPUT MATTERS**

1.a. Thank You

4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations

4.r. Nonauditory Health Effects

Olympia, WA 98502

- 1.a. Thank You
- 2.e. Public Involvement Process
- 2.f. Use of Public Comments

The season of winter holidays is not the time to push comment deadlines. We need 45-day timeline extensions for comments on this.

Oak Bay, British Columbia V8R 5Y2

I am opposed to the addition of more Growlers to the Naval Air Station Widbey Island. The noise is very disturbing even since we found out what it was. We have heard them at all hours of the day and night. Having music or the TV on very loud will not drown out the noise. I can live with all sorts of noises but it is the nature of the Growlers sound that includes the deep, deep vibration that naturally raises a persons heart rate. It is similar to the beginnings of an earthquake. I find this is very unhealthy and very disturbing to send people's bodies into a state of panic especially given the frequency it occurs.

1.a. Thank You

4.h. C-Weighted Noise, Low Frequency Noise, and Vibrations

4.r. Nonauditory Health Effects

PORT TOWNSEND, WA 98368

To Whom it may concern regarding EA-18G Growler Airfield Operations at NAS Whidbey Island Complex Dear Sir/Madam, We live in Port Townsend and are directly affected by the noise from the Growlers. It is already a very disturbing factor in our lives and is scheduled to increase. The current flyovers low above our town are so loud we cannot hear over it and they make us very upset. We also are not wanting the Growlers to have flights on an regular ongoing basis over the Olympic National Park where the noise pollution will affect visitors and wildlife negatively in what should be a quiet, pristine area. We ask you to consider relocating the Growlers to another less populated area. Our specific concerns are listed below. Also, thank you for extending the comment period to February 24, 2017, in order accommodate the fact that having four major public processes open over the holidays, all concerning Navy activities or the biological resources that may be affected by them, made it difficult to read, comprehend and prepare comments in a timely way. 1. Jet noise outside the immediate environs of the runways on Whidbey Island is not being evaluated, yet impacts are significant. Noise from EA-18G Growlers is affecting communities far outside the vicinity of Naval Air Station Whidbey Island, yet the only area the Draft Environmental Impact Statement (DEIS) analyzes in its "study area" is what falls within 6 to 10 miles of the corners of runways. Growler aircraft, which are capable of 150 decibels (dB), use these runways to get airborne and to land; therefore, what happens outside the study area cannot be ignored as if it does not exist, because all flight operations are functionally connected to takeoffs and landings. By considering only takeoff and landing noise and exhaust emissions at Ault Field and Outlying Field (OLF) Coupeville, the DEIS fails to consider the wider area of functionally connected impacts caused by naval flight operations. By failing to consider the interdependent parts of a larger action that cannot proceed without takeoffs and landings, as well as their impacts, the DEIS fails to evaluate cumulative effects. 2. Impacts to cultural and historic sites are not adequately considered. The Navy so narrowly defined the Area of Potential Effect (APE) for cultural and historic resources that it also fails to consider significant nearby impacts. The State Historic Preservation Officer confirmed this in a January 9, 2017 letter to the Navy. ([http://westcoastactionalliance.org/wp-content/uploads/2017/01/SHPO-Letter-102214-23-USN\\_122916-2.docx](http://westcoastactionalliance.org/wp-content/uploads/2017/01/SHPO-Letter-102214-23-USN_122916-2.docx) ) She said that not only will cultural and historic properties within existing APE boundaries be adversely affected, but additional portions of Whidbey Island, Camano Island, Port Townsend vicinity and the San Juan Islands are also within noise areas that will receive harmful levels of sound and vibration from Growler activity. The US Department of Housing and Urban Development posted noise abatement and control standards that classify the 65 dB levels being used by the Navy as "normally unacceptable" and above 75 as being "unacceptable." (<https://www.hudexchange.info/programs/environmental-review/noise-abatement-and-control/>) Residents in these outlying areas, who live many miles from these runways, have recorded noise at least twice that loud. Therefore, by failing to include these areas, this DEIS violates both the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). 3. Piecemealing projects to avoid analyzing cumulative effects is illegal. The Navy has, to date, piecemealed its aircraft training and testing activities affecting Whidbey Island, the San Juans, and the Olympic Peninsula into at

- 1.a. Thank You
- 1.c. Segmentation and Connected Actions
- 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
- 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

least six separate actions: 1. 4 squadrons of P-8A Poseidon Multi-Mission Aircraft; 2. A 2005 EA (57 Growler jets); 2010 EIS (reaffirming the 57 Growlers that replaced Prowlers); 3. 2012 EA (26 Growlers including 5 from a reserve unit); 4. 2014 EA (Growler electronic warfare activity); 5. 2015 EIS discussing electronic warfare training and testing activity; 6. The current 2016-2017 DEIS (36 Growlers); 7. And, likely, a seventh process, as confirmed by news reports and a Navy official at a recent open house, for 42 more jets to bring the Growler fleet total to 160. Therefore, it has been impossible for the public to know just how many Growlers there would be, or what their impacts would be, or what limits, if any, the Navy intends to establish. In just four documents—the 2014 EA, Forest Service permit Draft Decision, and the 2010 and 2015 EISs, there are more than 6,000 pages of complex technical material. The number of Growler flights at Outlying Field (OLF) Coupeville alone went from 3,200 per year to a proposed 35,100 in 2017. That's more than a 1,000 percent increase at this runway alone, yet according to the Navy, there are “no significant impacts.” The National Environmental Policy Act (NEPA 40 C.F.R. §1502.4) “...does not allow an approach that would permit dividing a project into multiple ‘actions,’ each of which individually has an insignificant environmental impact, but which collectively have a substantial impact.” The DEIS evaluates not the totality of impacts from the current fleet of 118 Growlers, nor the projected total of 160 of these aircraft, but slices out 36 of them for an incremental, piecemealed look, and concludes from both the construction activities and the addition of just these 36 new Growlers to the fleet, that no significant impacts will occur in the following categories: public health, bird-animal strike hazards to aircraft, accident potential zones, emissions of all types, archaeological resources, American Indian traditional resources, biological resources, marine species, groundwater, surface water, potable water, socioeconomics, housing, environmental justice, and hazardous waste. To state the obvious, impacts from this many Growlers, when taken together, are likely to be significant. Segmenting their impacts has allowed the Navy to avoid accountability. 4. The DEIS does not analyze impacts to groundwater or soil from use of firefighting foam on its runways during Growler operations, despite the fact that before this DEIS was published, the Navy began notifying 2,000 people on Whidbey Island that highly toxic carcinogenic chemicals had migrated from Navy property into their drinking water wells, contaminating them and rendering these people dependent on bottled water. 5. The DEIS fails to discuss, describe or even mention any potential impacts associated with electromagnetic radiation in devices employed by the Growlers in locating and interacting with the ground transmitters. It fails to mention any potential impacts associated with aircrew practicing using electromagnetic weaponry, that will allow the Navy to make good on its 2014 statement that this training and testing is “turning out fully trained, combat-ready Electronic Attack crews.” 6. The current comment period on a Draft EIS should not be the last chance the public will have for input. However, Navy announced on its web site that it does not intend to allow a public comment period on the Final EIS. The “30-day waiting period” proposed for the Final EIS is not a public comment period, and thus would be unresponsive to serious and longstanding public concerns on matters that will affect our lives as well as the lives of people doing business throughout the region, plus the visitors who are the tourism lifeblood of our economy, and the wildlife that inhabits the region. The Navy must allow the public to participate throughout the process, in order to be able to be able to assess the full scope of direct, indirect and cumulative impacts. This is doubly important because so many impacts have been excluded from analysis. A federal agency is required to prepare a supplement to either a draft or final EIS, and allow the

public to comment, if there are significant new circumstances or information relevant to environmental concerns, that bear on the proposed action or its impacts. 7. There are no alternatives proposed in this DEIS that would reduce noise. This violates NEPA §1506.1, which states, "...no action concerning the proposal shall be taken which would have an adverse environmental impact or limit the choice of reasonable alternatives." According to a memo from the President's Council on Environmental Quality (CEQ) to all federal agencies, "Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant."

(<https://energy.gov/sites/prod/files/G-CEQ-40Questions.pdf>) The three alternatives presented by the Navy are merely a shell game of choices among the same number of flights, but for different percentages of activity at runways. This pits communities against each other, as the runway that receives more flights will determine the "loser" among these communities. 8. The Navy has exacerbated the problem stated in #8 by not identifying a preferred alternative in the DEIS. According to the CEQ memo, "[NEPA] Section 1502.14(e) requires the section of the EIS on alternatives to "identify the agency's preferred alternative if one or more exists, in the draft statement, and identify such alternative in the final statement . . ." Since the Navy has not done this, communities cannot evaluate potential noise levels. Since the Navy has also announced that it will not provide a public comment period for the Final EIS, communities will have no chance to evaluate the consequences or even comment on the preferred alternative. 9. The Navy states that it evaluated noise for the Olympic Peninsula in 2010 with the Northwest Training Range Complex EIS, but that document did not do so. The Navy claims its documents are "tiered" for this purpose, but they are not. Had the activities contemplated by the proposed Electronic Warfare Range been evaluated by that EIS, the ground-based mobile emitters should have been listed as an emission source. They were not. For Electronic Combat and Electronic Attack, the only areas listed by activity and training area, warfare type, and Range and Training Site were the Darrington Area and W-237. Neither is on the Olympic Peninsula. Had noise been properly evaluated, the Olympic MOAs should have been listed. They were not. Therefore, noise from Growler activities has not been evaluated in this or any previous for the Olympic Peninsula. 10. The Navy has neither measured, modeled, nor considered direct, indirect or cumulative effects of jet noise in any areas outside the immediate environs of NASWI runways. Actual noise measurements have not been made anywhere. However, computer modeling for the 10-mile radius of the "Affected Noise Environment" around Naval Air Station Whidbey Island (NASWI) extends to the year 2021 and clearly demonstrates the Navy's ability to model noise. Therefore it makes no sense to fail to measure or model highly impacted areas such as the West End of the Olympic Peninsula, with its very different terrain and weather conditions, as demonstrated by separate NOAA weather forecasts for each region. For example, the Hoh River is surrounded by steep-sloped mountains that amplify and echo noise. Port Townsend is on a peninsula surrounded on three sides by water, which echoes sound. Port Angeles gets reflected sound from the Strait of Juan de Fuca to its north and from the Olympic Mountains to its south. Yet no noise modeling or measurements have been done for these areas. 11. The Navy's claim that areas outside the narrow boundaries of its study area do not exceed noise standards is suspect, first because the standards used by the Navy are unrealistic, second, because the Navy has never measured or modeled noise in these areas, and third, because the "library" of sounds that comprise the basis for the Navy's computer modeling

is not available for public inspection. The Navy uses the less realistic Day-Night Average Sound Level (DNL) rather than the Effective Perceived Noise Level, as provided in Federal Aviation Regulation 36. DNL uses A-weighting for the decibel measurement, which means jet noise is averaged with quiet over the course of a year to come up with a 65 dB average. This means peak noise levels in these un-measured and un-modeled communities and wildlands may far exceed 65 dB as long as the constant average with quiet periods over a year stays below 65 dB. This is unrealistic, and claims by the DEIS that wildlife are “presumably habituated” to noise do not apply when that noise is sporadic and intense. 12. Commercial airport noise standards should not apply to military jets because commercial jets do not have afterburners, do not engage in aerial combat maneuvers, do not fly at low altitudes or practice landing on runways so short they can only be used for emergencies, do not possess the flight characteristics of Growlers, and do not have weaponry that is capable of making a parcel of forest hum with electromagnetic energy. FAA policy does not preclude use of the more accurate Effective Perceived Noise Level as the standard, nor are local jurisdictions prevented from setting a lower threshold of compatibility for new land-use developments. FAA policy allows for supplemental or alternative measurements. So, the continued use of DNL may be to the Navy’s benefit, but does not benefit the public. 13. The Navy’s noise analysis does not allow for peak noise experiences, nor does the DNL method they use take into account low-frequency noise, which is produced at tremendous levels by Growlers. 14. The NOISEMAP software used for computer modeling is severely outdated, and a report from a Department of Defense commission concluded that noise measurements using this software “...do not properly account for the complex operational and noise characteristics of the new aircraft.” This report concluded that current computer models could be legally indefensible.

(<https://www.serdp-estcp.org/Program-Areas/Weapons-Systems-and-Platforms/Noise-and-Emissions/Noise/WP-1304>) 15. The Navy describes its activities using the term “event,” but does not define it. Therefore, the time, duration, and number of jets in a single “event” remain unknown, and real impacts from recent increases remain unevaluated. As a result of leaving out vast geographical areas where noise impacts will occur (and are occurring now), the DEIS eliminates far too many direct, indirect and cumulative effects to be considered a valid or complete analysis. Limiting the scope like this amounts to a segmentation of impacts that forecloses the public’s ability to comment and gain legal standing. By law, the public has the right to address the full scope of impacts, not just a narrow sliver of them. 16. New information that was not disclosed in previous Navy EISs include flight operations on weekends (not mentioned in the current DEIS but specified on page 11 of the Forest Service’s draft permit, viewable at:

<https://www.fs.usda.gov/project/?project=42759>). It has long been understood that the Navy would cooperate with local governments, especially in communities that depend on tourism, by not conducting noise-producing operations on weekends. Further, the singling out of one user group for an exemption from noise is outrageous and unfair. According to the permit, weekend flying may be permitted so long as it does not interfere with “...opening day and associated opening weekend of Washington State’s Big Game Hunting Season for use of rifle/guns.” While such an exemption is under Forest Service and not Navy control, the Navy must realize that municipalities and local governments, along with economically viable and vulnerable tourism and recreation entities who are not being considered, have not been given the opportunity to comment. The impression is that our national forests are no longer under public control. 17. Low flights will make even

more noise than before: While the Navy has repeatedly told the public over the past few years that Growlers will fly at a minimum of 6,000 feet above sea level, the DEIS quotes guidance from the Aircraft Environmental Support Office: "Aircraft are directed to avoid towns and populated areas by 1 nm (nautical mile) or overfly 1,000 feet AGL (above ground level) and to avoid airports by 3 nm or overfly 1,500 AGL." This guidance further states, "Over sparsely populated areas, aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure." If this official guidance directs Growlers to fly at such low altitudes, why did the Navy not disclose this in any previous NEPA documents? For an aircraft capable of 150 decibels at takeoff, this new information represents a significant new level of noise impacts that have been neither previously disclosed nor analyzed. 18. Sound levels for these low flights are not listed in the DEIS: Table 3.1-2, titled "Representative Sound Levels for Growler Aircraft in Level Flight," on page 3-6, does not show sound exposure levels for Growlers flying at either 1,000 feet or 1,500 feet AGL, as mentioned in the official guidance. Why has this important information been omitted? The public needs to know how much actual noise exposure there will be, along with the threats posed to public and environmental health. This, therefore, is significant new information about impacts that were not disclosed in the DEIS, and requires either that a Supplemental EIS be prepared, or that a public comment period of adequate length be provided on the Final EIS. For public health and safety reasons, the Navy must revise its guidance to significantly increase the distances that Growler jets are currently allowed to fly over towns, airports, individual people, vessels, vehicles, and structures. 500 to 1,000 feet is far too close, and 1,500 feet over an airport is far too dangerous a proximity to supersonic Growler jets. 19. No mitigation for schools: The DEIS states that in the case of local schools, no mitigation measures for any of the 3 proposed alternatives were identified, "...but may be developed and altered based on comments received." Some schools will be interrupted by jet noise hundreds of times per day. Yet the Navy suggests that future mitigation measures might be brought up by the public (and subsequently ignored) and thus will be "...identified in the Final EIS or Record of Decision." Such information would be new, could significantly alter the Proposed Actions, and would therefore require another public comment period, in which case the Navy's proposal to not allow a comment period on the Final EIS would be unlawful. 20. The current DNL noise modeling method and data in no way reflect exposure accuracy, given the new information about low flight levels from official guidance. Therefore, such analyses must be included in a Supplemental EIS or in the Final EIS, with a new public process of adequate length, including an official comment period. 21. Crash potential is higher: With no alternatives provided to the public that reduce noise, and with such permissive guidance that allows such low-altitude flight, the potential for Navy Growler student pilots to create tragic outcomes or cause extreme physical, physiological, economic and other harms to communities and wildlands, whether accidentally or on purpose, is unacceptable. 22. Contamination of drinking water in residential and commercial areas near the runways, due to use of hazardous chemicals, is completely ignored by the DEIS. It concludes, "No significant impacts related to hazardous waste and materials would occur due to construction activities or from the addition and operation of additional Growler aircraft." While these chemicals have never been analyzed, they have been used in conjunction with Growler training and other flight operations for years; therefore, hazardous materials analysis for these chemicals should not be excluded just because Growlers are not the only aircraft this foam has been used for. It is irresponsible for the DEIS to content that there are no significant impacts. As

previously stated, with flights at OLF Coupeville alone increasing from 3,200 in 2010 to as many as 35,100, no one can claim that a 1,000 percent flight increase in 7 years for which no groundwater or soil contaminant analyses have been done is not significant. 23. Navy knew about contamination in advance: It is clear that before the November 10 publication of this DEIS, the Navy was well aware of potential problems with contamination of residential drinking water due to what it calls “historic” use of fire suppressants for flight operations. In May 2016 the USEPA issued drinking water health advisories for two PFCs, and the Navy announced in June that it was in the process of “identifying and for removal and destruction all legacy perfluorooctane sulfonate (and PFOA) containing AFFF [aqueous film forming foam].” Yet the DEIS dismisses all concerns with an incredible statement about actions that took place nearly 20 years ago: “Remediation construction was completed in September 1997, human exposure and contaminated groundwater exposures are under control, and the OUs at Ault Field and the Seaplane Base are ready for anticipated use (USEPA, 2016e).” The statement is ludicrously outdated, and recent events refute it. Three days before the DEIS was published, on November 7, 2016, the Navy sent a letter to more than 100 private and public drinking water well owners expressing concern that perfluoroalkyl substances (PFAS) found beneath the OLF had spread beyond Navy property. Yet the word “perfluoroalkyl” or “PFAS” is not mentioned once in the entire 1400-page DEIS, nor is it mentioned the 2005 or 2012 EAs. A Department of Defense publication makes it clear that there is no current technology that can treat soil or groundwater that has been contaminated with these chemicals.

(<https://dec.alaska.gov/spar/ppr/hazmat/Chemical-&-Material-Emerging-Risk-Alert-for-AFFF.pdf>) 24. No mention of contaminated soil is found in the DEIS: It confines its discussion to soil compression and compaction effects from new construction, and concludes there will be no impacts to groundwater. It is therefore puzzling to consider that while extensive evaluations for a variety of hazardous materials were included in the October 2015 Northwest Training and Testing Final EIS, why would the Navy omit such contaminants as the ones mentioned above, from the Growler DEIS? This is the equivalent of a doctor refusing to look at an EKG that clearly shows a heart attack, and diagnosing the patient with anxiety. The Navy needs to include this information in a public NEPA process as an impact of its flight activities. It needs to accept responsibility for this contamination, and pay the costs incurred by finding a permanent alternative source of water for affected residents, and by reimbursing these people for medical costs created by unwitting consumption of Navy-contaminated water. 25. Impacts to wildlife have been piecemealed: It does not make sense to separate impacts from just one portion of an aircraft’s flight operations and say that’s all you’re looking at. But because the scope of the DEIS is limited to areas adjacent to runways, analysis of impacts to wildlife from connected flight operations that occur outside these narrow confines are omitted. Threatened and endangered species, sensitive species and other wildlife and critical habitat areas are adversely impacted by noise from takeoffs, landings and other flight operations well beyond the Navy’s study area. For example, the increase in aerial combat maneuvers (dogfighting) from 160 to 550 annual “events,” which by their erratic nature cannot safely occur near runways, is a 244 percent increase that has been neither examined nor analyzed in this or any previous NEPA process. Dogfighting requires frequent use of afterburners, which are far louder and use as much as ten times the amount of fuel as normal flight does. Impacts to wildlife and habitat were completely omitted. 26. Pages of boilerplate language do not constitute analysis of impacts to

wildlife: Except for standardized language copied from wildlife agencies about species life histories, along with lists of various county critical areas ordinances and state wildlife regulations, the DEIS fails to evaluate direct, indirect or cumulative impacts to wildlife. Instead, it offers the excruciating conclusion that the potential for noise impacts and collisions with birds is “greatest during flight operations.” However, continues the DEIS, except for the marbled murrelet, the occurrence of these sensitive species in the study area is “highly unlikely,” largely because “no suitable habitat is present.” This begs the question: if the scope of this DEIS measured the true impacts of jet noise, it is highly likely that suitable habitat for many of these species would be found. And if impacts had not been segmented for decades, there might be suitable habitat remaining in the study area. 27. Old research cited but new research not: In citing published scientific research, the Navy included a 1988 synthesis of published literature on domestic animals and wildlife, but failed to consider the latest peer-reviewed research summarized in 2015, which lists multiple consequences of noise greater than 65 dB. (<http://onlinelibrary.wiley.com/doi/10.1111/brv.12207/abstract>) The DEIS also failed to consider an important 2014 study called “Anthropogenic EM Noise Disrupts Magnetic Compass Orientation in Migratory Birds,” (<http://www.nature.com/nature/journal/v509/n7500/full/nature13290.html>) A federal agency cannot cherry-pick scientific research for its own convenience; it must consider the best available science. This DEIS fails that test. Thank you for considering these comments. Sincerely, [REDACTED]



# Public Meeting Comment Form

Thank you for attending the public meeting on the *Draft Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island Complex.*

To be most helpful, your comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: (1) *Provide written comments at today's public meeting;* (2) *Speak with the stenographer, who will record your comments;* (3) *Submit your comments on the project website at [www.whidbeyeis.com](http://www.whidbeyeis.com);* or (4) *Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS.*

All comments submitted on the Draft EIS by January 25, 2017, will become part of the public record and will be addressed in the Final EIS. 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.

1. Name [REDACTED]

2. Organization/Affiliation \_\_\_\_\_

3. Address [REDACTED], WA 98368

4. E-mail [REDACTED]

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

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

The impression that I got from direct <sup>answers</sup> comments while at the Navy presence is that public involvement accounts for next to nothing except for the expense of postage and extra law enforcement. Our objections of the noise level, harms to <sup>the</sup> health of humans and wildlife, not to mention to obscene use of fuel, resources and public funds account for next to nothing and I find this, as a US citizen, reprehensible. An EA-Growler uses 1,304 gallons of fuel an hour. That, given the dire fact of global climate change, is entirely unacceptable. That much fuel equals an average car driving 29,500 miles or 656 cars.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the public meeting or mail to:

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

**YOUR INPUT MATTERS**

- 1.a. Thank You
- 10.b. Biological Resources Impacts
- 10.c. Wildlife Sensory Disturbance and Habituation
- 12.n. Quality of Life
- 18.b. Average Carbon Dioxide per Aircraft
- 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

All comments must be received by 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.

driving 45mph for an hour. The exhaust from just an hour flight of EA-Crowler equals 12.5 metric ton of CO<sub>2</sub>. Does not Navy personnel and their families also live on this plant? and plan to do so in the future? The cost of each EA-Crowler is \$68.2 million dollars. Why does that continue to be underfunded social program for education? possibly relief? housing? homeless shelters? healthcare? children's program when we (not ME) are willing to spend that amount on each plane, not the maintenance expense of flying it for an hour.

I would also object to low LOUD flights in a residential area. Children play outside -- their hearing and mental health is adversely affected. Wildlife share the space and is most certainly outside much of the time, also causing harm to their health and well being. Tourists, campers, hikers, backpackers, those seeking the peace of the outdoors, why are those needs for quietude so disregarded? I am not convinced in any way of the need for more, louder, and lower planes, not where so much is at stake.

For more information, please visit the project website at [whidbeyeis.com](http://whidbeyeis.com)

**Please print**

Please drop this form into one of the comment boxes here at the public meeting or mail to:

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

**YOUR INPUT MATTERS**

1002860.0041.10  
Whidbey 2016\_Comment Sheet al-GRA-6/23/16

Draft Environmental Impact Statement for EA-18G "Growler" Airfield Operations at Naval Air Station Whidbey Island Complex

January, 2017 Comments

Fill in and mail with comments to: EA-18G EIS Project Manager NAVFAC Atlantic Attn: Code EV21/SS 6506 Hampton Blvd. Norfolk, VA 23508

1. First Name [redacted]
2. Last Name [redacted]
3. Organization/Affiliation
4. City, State, ZIP Lopez Island, WA, 98261
5. E-mail

- 6. Please check here [x] if you would NOT like to be on the mailing list
7. Please check here [x] if you would like your name/address kept private

- 1.a. Thank You
12.a. Socioeconomic Study Area
12.h. Tourism
12.j. Property Values
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

**Draft Environmental Impact Statement for EA-18G "Growler" Airfield  
Operations at Naval Air Station Whidbey Island Complex**

**January, 2017 Comments**

*Note: For Draft EIS page citations and supporting references see [www.QuietSkies.info](http://www.QuietSkies.info)*

1. The Growler is known for its intense low frequency engine rumble, but low frequency noise impacts are ignored in the Draft.

**Action: Evaluate impacts of the Growler at low frequencies using C-weighting (dBC) in addition to A-weighting (dBA).**

2. Analysis of noise impacts in the Draft is based solely on computer simulation. To be valid for decision making, models must be verified.

**Action: Provide the data used for simulation. Provide Growler noise measurements with afterburners at 100 feet behind the jet in one-third octave bands from 6 Hz to 20 kHz. Calibrate the computer model with actual noise measurements in locations throughout the region.**

3. NOISEMAP is the computer model used in the Draft to predict noise impacts. A Department of Defense report found that NOISEMAP is outdated and new software was needed to provide "scientifically and legally defensible noise assessments" of the modern, high-thrust jet engines used in the Growlers.

**Action: Redo the noise simulation using the more recent Advanced Acoustic Model.**

4. The annual Day-Night Noise Level (DNL) metric used in the Draft was developed for commercial airports that operate 365 days a year. DNL is inappropriate for the intermittent but intensive military flight activity at NASWI. Averaging over the year assumes, without studies, that the quiet days mitigate the noisy days.

**Action: Noise levels should only be averaged over active flying days.**

5. The Draft dismisses long-term health impacts of jet noise because some studies are not conclusive.

**Action: Recognize the health impacts of Growler noise on health as documented in the World Health Organization "Guidelines on Community Noise" and "Night Noise Guidelines for Europe."**

6. The Draft includes some independent noise measurements and ignores others.

**Action: Incorporate the San Juan County noise reports and the Coupeville noise measurements performed by JGL Acoustics into the EIS analysis.**

7. The Draft suggests that the lands and waters of the San Juan Islands (SJI) National Monument are exempt from National Environmental Policy Act (NEPA) protection. Protection was granted prior to the establishment of the SJI National Monument.

**Action: Evaluate impacts of the Alternatives on the SJI National Monument and remove language stating that the Monument is exempt from NEPA.**

8. The three Alternatives considered in the Draft are very similar and are based on old technology – a piloted jet that requires constant pilot training for safe carrier landing.

**Action: Evaluate a new Alternative that deploys UCLASS jets (drones) instead of more Growlers to significantly reduce the need for land-based carrier training.**

9. The Draft only examines socioeconomic impacts on Island and Skagit Counties. San Juan, Jefferson and Clallam Counties are or will be impacted by Growler noise. They are very dependent on outdoor recreation that is being harmed by Growler flight activity and receive little, if any, economic benefit from employment associated with NASWI.

**Action: Examine socioeconomic impacts, including real estate values, on San Juan, Jefferson and Clallam Counties.**

10. All Alternatives in the Draft are irrevocable decisions to add 35 or 36 Growlers at NASWI. While some potential noise Mitigation Measures addressed, there is no commitment.

**Action: Commit to noise Mitigation Measures and their timelines in the Final EIS and Record of Decision.**

11. The Draft EIS analysis is deficient in numerous areas. CEQ Regulation 1502.9 (a) states "If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised draft of the appropriate portion."

**Action: Supplement the EIS to address deficiencies identified in comments and offer further opportunity for public comment before the Final EIS is prepared.**

12. Add your own comments here:

The frequency and intensity of the flyovers are detrimental to our well-being. With sound levels high enough to drown out voices, send animals running and babies crying. The program needs to be reevaluated immediately.

1.a. Thank You

4.r. Nonauditory Health Effects

Coupeville, WA 98239

My last comment centers around community concerns. I'd like to address personal concerns, now. I am a small business owner and work from my home. Doing this has allowed flexibility in work/life balance, carving out my own path and the opportunity to work in a beautiful environment.. my home and the town of Coupeville. I've experienced the sudden sound of jets flying over town at varying altitudes. It has been startling and disruptive to say the least. As the jets continue out at the OLF, it is quieter over my home, yet still the constant noise is annoying. But, I've accepted it as a part of life here in Coupeville. This is what I signed up for when I bought my home here 16 years ago. However, more noise is not acceptable, especially at the rate of increase proposed. The evidence is clear in study after study about the ill effects of noise on the cardiovascular and auditory systems. I am deeply concerned about my family's health and well being AND the ability to get away from the noise when needed. This is our home. We live here. Our community cannot withstand any increase in Growler activity.

Coupeville, WA 98239

Please thoroughly address the following in your EIS and comply with mandatory NEPA requirements to fully analyze off-Whidbey training options for conducting touch and go practice. Please address the following: Address Toxic Noise by measuring noise in the communities over which and where the jets will be flying as operations will significantly increase. Include Health Harms like the overwhelming evidence of harm caused by hazardous Growler noise at the rates anticipated with the increase in flight ops. Address Children and Education health. The increase in noise will negatively impact our community schools by reducing time on task due to noise disruptions. I'm concerned about my Property Value. How will this impact my ability to sell my home should the need arrive? Additionally the expansion will widen the Accident Protection Zone. This will also impact my and my communities safety as well as property values. The probability of a crash occurring increases significantly due to the increase in flight operations. I'm concerned that when a crash occurs that our only source of drinking water will be impacted by the use of PFOAs. This point alone is reason for my not accepting new Growler operations. Chronic Downward-Directed Radiation: No where in the Navy NEPA documents is the risk of exposure to chronic downward-directed radiation from weaponized forms of directed energy aboard Growlers, to civilians, wildlife and habitat. What is the risk from exposure? Please address these concerns.

- 1.a. Thank You
- 11.d. Per- and Polyfluoroalkyl Substances
- 12.j. Property Values
- 19.d. Electronic Warfare
- 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

Coupeville, WA 98239

I oppose any increase in Growler flights at OLF Coupeville. I've lived in Coupeville for 16 years, and have absorbed the training mission noise of the prowlers during this time. As the growlers were phased in, I've noticed how much louder these planes are, even when flying at high elevations over town. Bringing more jets to Whidbey will severely impact it's citizens quality of life. I want to focus on noise pollution for this comment. Scientists define noise as unwanted sound, and the level of background din from human activities. Noise triggers a stress response. Studies show that there are direct links between noise and health. Problems related to noise include stress related illnesses, high blood pressure, speech interference, hearing loss, sleep disruption, and lost productivity (US EPA). Being a former teacher in Oak Harbor, my students and I were directly impacted by the noise from Prowlers where entire lessons would stop so that the jets could pass.... one after another. It completely disrupted the flow of the lesson, as well as the focus and concentration of the students "Children in noisy environments have poor school performance, which leads to stress and misbehavior. They also have decreased learning, lower reading comprehension, and concentration deficits" (EHP: <https://ehp.niehs.nih.gov/1307272/>). The DEIS state that increased Growler operations will cause "between 45-55 disruptions per HOUR in the Coupeville Schools." This is unconscionable and an outrage that this proposal is even being considered! It's not only humans that would be impacted by the increase in nose, but the other species we share our planet with. "It can affect an animal's ability to hear or make it difficult for it to find food, locate mates and avoid predators. It can also impair its ability to navigate, communicate, reproduce and participate in normal behaviours." (<http://www.nova.org.au/earth-environment/noise-pollution-and-environment> ). People come to Ebey's National Historic Reserve from all over the world for respite, recreation, wildlife viewing and to get away from the noise of urban and suburban life. Increasing Growler flights will negatively impact the tourism industry our Island home has fostered. Many people come to central Whidbey to enjoy it's peaceful surroundings, open spaces and quaint, small town feel. The added noise will simply drive people away. Thank you for your consideration. [REDACTED]

- 1.a. Thank You
- 10.c. Wildlife Sensory Disturbance and Habituation
- 12.h. Tourism
- 12.n. Quality of Life
- 4.o. Classroom Learning Interference
- 4.r. Nonauditory Health Effects

**Environmental Impact Statement Comment Form**  
**EA-18G Growler Airfield Operations at NAS Whidbey Island Complex**

Comments must be postmarked or submitted online by February 24, 2017

Online at: <http://www.whidbeyeis.com/Comment.aspx>  
 By mail at: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

1. Name \_\_\_\_\_

2. Organization/Affiliation (resident, citizen, business, nonprofit, veteran, retired military)  
 \_\_\_\_\_ with veteran + retired military relatives \_\_\_\_\_

3. Address \_\_\_\_\_ Langley WA 98260. \_\_\_\_\_

4. Email \_\_\_\_\_

Increases in Outlying Field (OLF) operations will significantly harm our property values, health, schools and quality of life as well as severely impact our primary industries, tourism and agriculture. This is a burden greater than the Coupeville/Central Whidbey community can bear.

**Comments**

Please check all that concern you and add additional comments on the back.

The environmental impacts of the following issues due to increased flight operations at the OLF are not adequately addressed in the draft Environmental Impact Statement (EIS):

- Health effects from noise and low-frequency sound.
- Businesses, schools, hospital, and County and Town public government operations in the Coupeville area.
- A decrease in tourism including in the town of Coupeville, hiking and birding at Ebey's Landing National Historical Reserve, the Casey Conference Center, Fort Casey State Park, The Pacific Rim Institute.
- A decrease in private property values due to noise.

(over)

- 1.a. Thank You
- 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
- 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

- Outdoor recreation limits, as well as children's and family's health, at Rhododendron Park ball fields.
- Noise impacts on commercial properties including agriculture.
- Aquifer and well contamination.

Additional Concerns:

- The addition of large, new, and undefined Accident Potential Zones (APZs) surrounding OLF will restrict property rights and significantly decrease property values.
- The Navy did not adequately look at siting new Growler aircraft elsewhere despite this being one of the top issues from the community during the Navy's prior scoping forums.
- The impact on marine and terrestrial wildlife.
- The major security risk for Whidbey Island by siting all Growlers here.
- Mishaps and crash risks due to problems such as their onboard oxygen system.

Please include any additional comments and concerns here:

I am concerned about the increased pollution from aircraft affecting agricultural crops.

I also feel that the impact on the recreation + solitude of the Olympic Peninsula parks, especially Olympic National Park, but also many others is a serious problem. The well-being of people living all over the Puget Sound area (whether in rural areas, such as Whidbey or urban areas, such as Seattle + Tacoma) is increased by having quiet, open, wild areas with wildlife + forest hiking + hunting + recreation unimpacted by noise. My concern extends to the people + our recreational pursuits, but also to livestock and wild animals on land + in sea who will be adversely affected by the exponential increase in jet flights and ensuing noise.

I SUPPORT OUR MILITARY — THANK YOU FOR KEEPING OUR COUNTRY SAFE!

All comments will become a part of the public record and will be addressed in the final EIS. Personally identifiable information of individuals will be kept confidential and not released, unless otherwise specifically indicated by the commenter or as required by law. City, state and five-digit zip code of individuals who provide comments may be released.

For more information, see, Coupeville Community Allies, [www.facebook.com/whidbeyeis](http://www.facebook.com/whidbeyeis)

Coupeville Community Allies is a group of community members committed to sharing accurate information to all Coupeville and Whidbey Island residents regarding the Growler DEIS. We encourage everyone to get involved in the discussion of our future and to submit comments and concerns.

Draft Environmental Impact Statement for EA-18G "Growler" Airfield  
Operations at Naval Air Station Whidbey Island Complex

January, 2017 Comments

Fill in and mail with comments to:

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

- 1. First Name \_\_\_\_\_
- 2. Last Name \_\_\_\_\_
- 3. Organization/Affiliation \_\_\_\_\_
- 4. City, State, ZIP \_\_\_\_\_
- 5. E-mail \_\_\_\_\_
- 6. Please check here  if you would NOT like to be on the mailing list
- 7. Please check here  if you would like your name/address kept private

- 1.a. Thank You
- 12.a. Socioeconomic Study Area
- 12.h. Tourism
- 12.j. Property Values
- 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

**Draft Environmental Impact Statement for EA-18G "Growler" Airfield  
Operations at Naval Air Station Whidbey Island Complex**

**January, 2017 Comments**

*Note: For Draft EIS page citations and supporting references see [www.QuietSkies.info](http://www.QuietSkies.info)*

1. The Growler is known for its intense low frequency engine rumble, but low frequency noise impacts are ignored in the Draft.  
**Action: Evaluate impacts of the Growler at low frequencies using C-weighting (dBC) in addition to A-weighting (dBA).**
2. Analysis of noise impacts in the Draft is based solely on computer simulation. To be valid for decision making, models must be verified.  
**Action: Provide the data used for simulation. Provide Growler noise measurements with afterburners at 100 feet behind the jet in one-third octave bands from 6 Hz to 20 kHz. Calibrate the computer model with actual noise measurements in locations throughout the region.**
3. NOISEMAP is the computer model used in the Draft to predict noise impacts. A Department of Defense report found that NOISEMAP is outdated and new software was needed to provide "scientifically and legally defensible noise assessments" of the modern, high-thrust jet engines used in the Growlers.  
**Action: Redo the noise simulation using the more recent Advanced Acoustic Model.**
4. The annual Day-Night Noise Level (DNL) metric used in the Draft was developed for commercial airports that operate 365 days a year. DNL is inappropriate for the intermittent but intensive military flight activity at NASWI. Averaging over the year assumes, without studies, that the quiet days mitigate the noisy days.  
**Action: Noise levels should only be averaged over active flying days.**
5. The Draft dismisses long-term health impacts of jet noise because some studies are not conclusive.  
**Action: Recognize the impacts of Growler noise on health as documented in the World Health Organization "Guidelines on Community Noise" and "Night Noise Guidelines for Europe."**
6. The Draft includes some independent noise measurements and ignores others.  
**Action: Incorporate the San Juan County noise reports and the Coupeville noise measurements performed by JGL Acoustics into the EIS analysis.**

- 7. The Draft suggests that the lands and waters of the San Juan Islands (SJI) National Monument are exempt from National Environmental Policy Act (NEPA) protection. Protection was granted prior to the establishment of the SJI National Monument.

**Action: Evaluate impacts of the Alternatives on the SJI National Monument and remove language stating that the Monument is exempt from NEPA.**

- 8. The three Alternatives considered in the Draft are very similar and are based on old technology – a piloted jet that requires constant pilot training for safe carrier landing.

**Action: Evaluate a new Alternative that deploys UCLASS jets (drones) instead of more Growlers to significantly reduce the need for land-based carrier training.**

- 9. The Draft only examines socioeconomic impacts on Island and Skagit Counties. San Juan, Jefferson and Clallam Counties are or will be impacted by Growler noise. They are very dependent on outdoor recreation that is being harmed by Growler flight activity and receive little, if any, economic benefit from employment associated with NASWI.

**Action: Examine socioeconomic impacts, including real estate values, on San Juan, Jefferson and Clallam Counties.**

- 10. All Alternatives in the Draft are irrevocable decisions to add 35 or 36 Growlers at NASWI. While some potential noise Mitigation Measures addressed, there is no commitment.

**Action: Commit to noise Mitigation Measures and their timelines in the Final EIS and Record of Decision.**

- 11. The Draft EIS analysis is deficient in numerous areas. CEQ Regulation 1502.9 (a) states "If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised draft of the appropriate portion."

**Action: Supplement the EIS to address deficiencies identified in comments and offer further opportunity for public comment before the Final EIS is prepared.**

- 12. Add your own comments here:

*Please DO NOT increase the number of "Growlers" based at Whidbey Island Naval Air Station. The noise impacts are considerable and should be reduced and distributed among other locations.*

PORT TOWNSEND, WA 98368

- 1.a. Thank You
- 2.e. Public Involvement Process
- 2.f. Use of Public Comments

I respectfully request a 45-day extension on the comment period for adding more "growlers" to the Olympic Park project.

Coupeville, WA 98239

- 1.a. Thank You
- 2.m. Record of Decision/Preferred Alternative

We would like to strongly support Scenario C. This would minimize the extra noise in the Coupeville area which predates the Navy on Whidbey by 100 years plus.



# Public Meeting Comment Form

Thank you for attending the public meeting on the *Draft Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island Complex.*

To be most helpful, your comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: **(1) Provide written comments at today's public meeting;** **(2) Speak with the stenographer, who will record your comments;** **(3) Submit your comments on the project website at [www.whidbeyeis.com](http://www.whidbeyeis.com);** or **(4) Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS.**

All comments submitted on the Draft EIS by January 25, 2017, will become part of the public record and will be addressed in the Final EIS. 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.

1. Name [REDACTED]

2. Organization/Affiliation \_\_\_\_\_

3. Address [REDACTED]

4. E-mail [REDACTED]

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

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

I fully understand that the tests and Do practice needs to be done for the safety of our planes. I sometimes stay at my sons home in Admirals Cove with my grandchildren. The planes flying over the water and bank over his house. Both of my grandchildren wear ear protection when they go to bed. My grandson cries.

My hope is that there is a sensible solution to all of this

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the public meeting or mail to:

Naval Facilities Engineering Command Atlantic

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

**YOUR INPUT MATTERS**

- 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

All comments must be received by 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.

The current count of planes using LOF is good - it will be hard on all of us if more planes use LOF

There is some concern about the Sand Bluffs in Penn Cove being affected as well.

I hope a solution can be arrived at.

\* Why not go to Eastern Washington where there are open areas.

Thank you for this meeting

For more information, please visit the project website at [whidbeyeis.com](http://whidbeyeis.com)

Please print  
Please drop this form into one of the comment boxes here at the public meeting or mail to:  
Naval Facilities Engineering Command Atlantic  
6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS

**YOUR INPUT MATTERS**



# Public Meeting Comment Form

Thank you for attending the public meeting on the *Draft Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island Complex.*

To be most helpful, your comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: **(1) Provide written comments at today's public meeting;** **(2) Speak with the stenographer, who will record your comments;** **(3) Submit your comments on the project website at [www.whidbeyeis.com](http://www.whidbeyeis.com);** or **(4) Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS.**

All comments submitted on the Draft EIS by January 25, 2017, will become part of the public record and will be addressed in the Final EIS. 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.

1. Name [REDACTED]

2. Organization/Affiliation \_\_\_\_\_

3. Address [REDACTED] Clinton VA 98236

4. E-mail \_\_\_\_\_

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

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

- ① Extension - comment period must be extended for community
- ② Economic analysis - where is it? Impact on businesses, farms, <sup>and</sup> ~~kids~~ <sup>health</sup> ~~health~~ <sup>tourism</sup> - a huge basis of the economic health of Covington area
- ③ How can you justify so much disruption to classrooms, sports activities? Too big an impact on children
- ④ The report acknowledges hearing damage. How can this be justified? Why not do these flights in a less populated area?
- ⑤ I have concerns about increased air & water pollution
- ⑥ Increased burden on schools & other public services with increase in personnel. Navy does not cover all of these costs.

Please print • Additional room is provided on back

Please drop this form into one of the comment boxes here at the public meeting or mail to:

Naval Facilities Engineering Command Atlantic

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

**YOUR INPUT MATTERS**

- 1.a. Thank You
- 11.a. Groundwater
- 12.c. Socioeconomic Impacts
- 12.h. Tourism
- 12.m. Education Impacts
- 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

Chimacum, WA 98325

Please consider what "wilderness" means. While these aircraft may not pose a significant environmental or health risk, they will dramatically reduce the value of wilderness on the Olympic Peninsula. Because a wilderness designation prohibits the use of mechanized equipment and motor vehicles, visitors to the Olympic Wilderness can enjoy a quiet experience, free to listen to the sounds of wildlife, streams and wind through the trees. Truly wild areas have become precious as they have been opened to other uses. Please, please help maintain this precious local wilderness resource by NOT allowing these Growlers to spoil the opportunity for peaceful recreation in the natural environment. From the 1964 Wilderness Act: "A wilderness, in contrast with those areas where man and his own works dominate the landscape, is hereby recognized as an area where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined to mean in this Act an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation." Obviously, by allowing Growlers, you will be violating the very founding principles upon which this wilderness area was designated.

1.a. Thank You

19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training

7.d. Recreation and Wilderness Analysis and Study Area



# Public Meeting Comment Form

Thank you for attending the public meeting on the *Draft Environmental Impact Statement (EIS) for EA-18G Growler Airfield Operations at Naval Air Station Whidbey Island Complex.*

To be most helpful, your comments should be clearly written and describe specific issues or topics. Comments may be submitted in one of the following four ways: (1) *Provide written comments at today's public meeting;* (2) *Speak with the stenographer, who will record your comments;* (3) *Submit your comments on the project website at [www.whidbeyeis.com](http://www.whidbeyeis.com);* or (4) *Write your comments and mail them to: Naval Facilities Engineering Command Atlantic, 6506 Hampton Boulevard, Norfolk, VA 23508, Attn: Code EV21/SS.*

All comments submitted on the Draft EIS by January 25, 2017, will become part of the public record and will be addressed in the Final EIS. *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.*

1. Name [REDACTED]

2. Organization/Affiliation *None!*

3. Address [REDACTED] *Lopez*

4. E-mail

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

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

*over*

Please print - Additional room is provided on back

Please drop this form into one of the comment boxes here at the public meeting or mail to:

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

**YOUR INPUT MATTERS**

- 1.a. Thank You
- 2.k. Range of Alternatives
- 4.r. Nonauditory Health Effects

All comments must be received by 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.

I moved to Lopez Island because  
 it was a quiet Real community.  
 The Roar of Beaking noise that  
 bursts our skies open is catastrophic  
 to my nervous system. The  
 abrupt explosion that comes during  
 that time sets me into PTSD  
 quite trauma. Surely the US  
 Government with all its defense dollars  
 can find a way to keep  
 the skies over Lopez Island quiet  
 Thank you!

For more information, please visit the project website at [whidbeyeis.com](http://whidbeyeis.com)

Please print  
 Please drop this form into one of the comment boxes here at the public meeting or mail to:

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

**YOUR INPUT MATTERS**

1002860.0041.10  
 Whidbey 2016\_Comment Sheet al-GRA-6/23/16

Draft Environmental Impact Statement for EA-18G "Growler" Airfield Operations at Naval Air Station Whidbey Island Complex

January, 2017 Comments

Fill in and mail with comments to:

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

1. First Name [Redacted]

2. Last Name [Redacted]

3. Organization/Affiliation Quiet Skies

4. City, State, ZIP Lopez Island, WA 98261

5. E-mail [Redacted]

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

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

- 1.a. Thank You
- 12.a. Socioeconomic Study Area
- 12.h. Tourism
- 12.j. Property Values
- 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

**Draft Environmental Impact Statement for EA-18G "Growler" Airfield  
Operations at Naval Air Station Whidbey Island Complex**

**January, 2017 Comments**

*Note: For Draft EIS page citations and supporting references see [www.QuietSkies.info](http://www.QuietSkies.info)*

1. The Growler is known for its intense low frequency engine rumble, but low frequency noise impacts are ignored in the Draft.

**Action: Evaluate Impacts of the Growler at low frequencies using C-weighting (dBC) in addition to A-weighting (dBA).**

2. Analysis of noise impacts in the Draft is based solely on computer simulation. To be valid for decision making, models must be verified.

**Action: Provide the data used for simulation. Provide Growler noise measurements with afterburners at 100 feet behind the jet in one-third octave bands from 6 Hz to 20 kHz. Calibrate the computer model with actual noise measurements in locations throughout the region.**

3. NOISEMAP is the computer model used in the Draft to predict noise impacts. A Department of Defense report found that NOISEMAP is outdated and new software was needed to provide "scientifically and legally defensible noise assessments" of the modern, high-thrust jet engines used in the Growlers.

**Action: Redo the noise simulation using the more recent Advanced Acoustic Model.**

4. The annual Day-Night Noise Level (DNL) metric used in the Draft was developed for commercial airports that operate 365 days a year. DNL is inappropriate for the intermittent but intensive military flight activity at NASWI. Averaging over the year assumes, without studies, that the quiet days mitigate the noisy days.

**Action: Noise levels should only be averaged over active flying days.**

5. The Draft dismisses long-term health impacts of jet noise because some studies are not conclusive.

**Action: Recognize the impacts of Growler noise on health as documented in the World Health Organization "Guidelines on Community Noise" and "Night Noise Guidelines for Europe."**

6. The Draft includes some independent noise measurements and ignores others.

**Action: Incorporate the San Juan County noise reports and the Coupeville noise measurements performed by JGL Acoustics into the EIS analysis.**

7. The Draft suggests that the lands and waters of the San Juan Islands (SJI) National Monument are exempt from National Environmental Policy Act (NEPA) protection. Protection was granted prior to the establishment of the SJI National Monument.

**Action: Evaluate impacts of the Alternatives on the SJI National Monument and remove language stating that the Monument is exempt from NEPA.**

8. The three Alternatives considered in the Draft are very similar and are based on old technology – a piloted jet that requires constant pilot training for safe carrier landing.

**Action: Evaluate a new Alternative that deploys UCLASS jets (drones) instead of more Growlers to significantly reduce the need for land-based carrier training.**

9. The Draft only examines socioeconomic impacts on Island and Skagit Counties. San Juan, Jefferson and Clallam Counties are or will be impacted by Growler noise. They are very dependent on outdoor recreation that is being harmed by Growler flight activity and receive little, if any, economic benefit from employment associated with NASWI.

**Action: Examine socioeconomic impacts, including real estate values, on San Juan, Jefferson and Clallam Counties.**

10. All Alternatives in the Draft are irrevocable decisions to add 35 or 36 Growlers at NASWI. While some potential noise Mitigation Measures addressed, there is no commitment.

**Action: Commit to noise Mitigation Measures and their timelines in the Final EIS and Record of Decision.**

11. The Draft EIS analysis is deficient in numerous areas. CEQ Regulation 1502.9 (a) states "If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised draft of the appropriate portion."

**Action: Supplement the EIS to address deficiencies identified in comments and offer further opportunity for public comment before the Final EIS is prepared.**

12. Add your own comments here:

I support the enclosed concerns.

I was born in a war zone. Everytime I hear a growler over my house, I feel I am being traumatized once again. PTSD is not easy to live with especially when it is triggered by violent noise.

# Public Meeting Comment

ZABPA0001

Let me start by stating I am a huge supporter of the military, having spent 20 years in the USAF. I believe the training requirements for the military pilots should not be curtailed. Training is absolutely necessary to provide an effective fighting force.

I am also a firm believer in the motto "train as you fly and fly as you train". Living by that statement provided me with over 27,000 accident free hours over a 42 year flying span.

Having said all of that, however, I have to take issue with the flight path/configuration over the residential communities of Anacortes.

Presently the F-18's fly their radar base leg to runway 14 directly along the shoreline of Fidalgo Island over the ferry terminal. Occasionally they are mid Gumes channel. They are in the landing configuration with gear down and at least partial if not full flaps extended. Sustaining flight in this configuration requires an immense amount of power.

The noise in the residential communities is simply unacceptable. All conversation even in closed houses ceases, TV's cannot be heard, and pets use their ears to try to muffle the sound. My dog will not go outside while this is occurring. It is painful to the human ear in certain atmospheric conditions.

I see two possible solutions that at least will help.

- 1) Delay configuring until turning dogleg. This will minimize the power requirements. This also might not be practical.
- 2) Move the base leg north over the south end of uninhabited Cyprus Island. That would put the jets over virtually no population, and with a south wind (usual with rwy 14 in use), the noise pattern will be blown away from the population. Granted it will add a couple of miles to the pattern, but the result would be favorable.

Moving the base leg 1 mile north will put the aircraft over an uninhabited island, and the dogleg to final will be over Rosario Straits, not a population center as it presently is.

The Navy must be reasonable in their interaction with the community that supports them. It has to be a two way street. Presently all the houses from downtown Anacortes to the Ferry Terminal along route 20 spur are directly under a flight path of a fully configured aircraft trying to maintain altitude. A slight modification to the radar pattern would go a long way to ease community relations.

Thank you and may God protect you.

[REDACTED]  
LtCol USAF (ret)  
Captain, Check Airman, FAA Designee, Alaska Airlines (ret)

[REDACTED]  
Anacortes, WA 98221  
[REDACTED]

- 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

Seattle , WA 98177

Dear Sir/Madam, Thank you for extending the comment period to February 24, 2017, in order accommodate the fact that having four major public processes open over the holidays, all concerning Navy activities or the biological resources that may be affected by them, made it difficult to read, comprehend and prepare comments in a timely way. 1. Jet noise outside the immediate environs of the runways on Whidbey Island is not being evaluated, yet impacts are significant. Noise from EA-18G Growlers is affecting communities far outside the vicinity of Naval Air Station Whidbey Island, yet the only area the Draft Environmental Impact Statement (DEIS) analyzes in its "study area" is what falls within 6 to 10 miles of the corners of runways. Growler aircraft, which are capable of 150 decibels (dB), use these runways to get airborne and to land; therefore, what happens outside the study area cannot be ignored as if it does not exist, because all flight operations are functionally connected to takeoffs and landings. By considering only takeoff and landing noise and exhaust emissions at Ault Field and Outlying Field (OLF) Coupeville, the DEIS fails to consider the wider area of functionally connected impacts caused by naval flight operations. By failing to consider the interdependent parts of a larger action that cannot proceed without takeoffs and landings, as well as their impacts, the DEIS fails to evaluate cumulative effects. 2. Impacts to cultural and historic sites are not adequately considered. The Navy so narrowly defined the Area of Potential Effect (APE) for cultural and historic resources that it also fails to consider significant nearby impacts. The State Historic Preservation Officer confirmed this in a January 9, 2017 letter to the Navy.

([http://westcoastactionalliance.org/wp-content/uploads/2017/01/SHPO-Letter-102214-23-USN\\_122916-2.docx](http://westcoastactionalliance.org/wp-content/uploads/2017/01/SHPO-Letter-102214-23-USN_122916-2.docx) ) She said that not only will cultural and historic properties within existing APE boundaries be adversely affected, but additional portions of Whidbey Island, Camano Island, Port Townsend vicinity and the San Juan Islands are also within noise areas that will receive harmful levels of sound and vibration from Growler activity. The US Department of Housing and Urban Development posted noise abatement and control standards that classify the 65 dB levels being used by the Navy as "normally unacceptable" and above 75 as being "unacceptable."

(<https://www.hudexchange.info/programs/environmental-review/noise-abatement-and-control/>) Residents in these outlying areas, who live many miles from these runways, have recorded noise at least twice that loud. Therefore, by failing to include these areas, this DEIS violates both the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). 3. Piecemealing projects to avoid analyzing cumulative effects is illegal. The Navy has, to date, piecemealed its aircraft training and testing activities affecting Whidbey Island, the San Juans, and the Olympic Peninsula into at least six separate actions: 4 squadrons of P-8A Poseidon Multi-Mission Aircraft; A 2005 EA (57 Growler jets); 2010 EIS (reaffirming the 57 Growlers that replaced Prowlers); 2012 EA (26 Growlers including 5 from a reserve unit); 2014 EA (Growler electronic warfare activity); 2015 EIS discussing electronic warfare training and testing activity; The current 2016-2017 DEIS (36 Growlers); And, likely, a seventh process, as confirmed by news reports and a Navy official at a recent open house, for 42 more jets to bring the Growler fleet total to 160. Therefore, it has been impossible for the public to know just how many Growlers there would be, or what their impacts would be, or what limits, if any,

- 1.a. Thank You
- 1.b. Best Available Science and Data
- 1.c. Segmentation and Connected Actions
- 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
- 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

the Navy intends to establish. In just four documents—the 2014 EA, Forest Service permit Draft Decision, and the 2010 and 2015 EISs, there are more than 6,000 pages of complex technical material. The number of Growler flights at Outlying Field (OLF) Coupeville alone went from 3,200 per year to a proposed 35,100 in 2017. That's more than a 1,000 percent increase at this runway alone, yet according to the Navy, there are "no significant impacts." The National Environmental Policy Act (NEPA 40 C.F.R. §1502.4) "...does not allow an approach that would permit dividing a project into multiple 'actions,' each of which individually has an insignificant environmental impact, but which collectively have a substantial impact." The DEIS evaluates not the totality of impacts from the current fleet of 118 Growlers, nor the projected total of 160 of these aircraft, but slices out 36 of them for an incremental, piecemealed look, and concludes from both the construction activities and the addition of just these 36 new Growlers to the fleet, that no significant impacts will occur in the following categories: public health, bird-animal strike hazards to aircraft, accident potential zones, emissions of all types, archaeological resources, American Indian traditional resources, biological resources, marine species, groundwater, surface water, potable water, socioeconomics, housing, environmental justice, and hazardous waste. To state the obvious, impacts from this many Growlers, when taken together, are likely to be significant. Segmenting their impacts has allowed the Navy to avoid accountability. 4. The DEIS does not analyze impacts to groundwater or soil from use of firefighting foam on its runways during Growler operations, despite the fact that before this DEIS was published, the Navy began notifying 2,000 people on Whidbey Island that highly toxic carcinogenic chemicals had migrated from Navy property into their drinking water wells, contaminating them and rendering these people dependent on bottled water. 5. The DEIS fails to discuss, describe or even mention any potential impacts associated with electromagnetic radiation in devices employed by the Growlers in locating and interacting with the ground transmitters. It fails to mention any potential impacts associated with aircrew practicing using electromagnetic weaponry, that will allow the Navy to make good on its 2014 statement that this training and testing is "turning out fully trained, combat-ready Electronic Attack crews." 6. The current comment period on a Draft EIS should not be the last chance the public will have for input. However, Navy announced on its web site that it does not intend to allow a public comment period on the Final EIS. The "30-day waiting period" proposed for the Final EIS is not a public comment period, and thus would be unresponsive to serious and longstanding public concerns on matters that will affect our lives as well as the lives of people doing business throughout the region, plus the visitors who are the tourism lifeblood of our economy, and the wildlife that inhabits the region. The Navy must allow the public to participate throughout the process, in order to be able to assess the full scope of direct, indirect and cumulative impacts. This is doubly important because so many impacts have been excluded from analysis. A federal agency is required to prepare a supplement to either a draft or final EIS, and allow the public to comment, if there are significant new circumstances or information relevant to environmental concerns, that bear on the proposed action or its impacts. 7. There are no alternatives proposed in this DEIS that would reduce noise. This violates NEPA §1506.1, which states, "...no action concerning the proposal shall be taken which would have an adverse environmental impact or limit the choice of reasonable alternatives." According to a memo from the President's Council on Environmental Quality (CEQ) to all federal agencies, "Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply

desirable from the standpoint of the applicant.”

(<https://energy.gov/sites/prod/files/G-CEQ-40Questions.pdf>) The three alternatives presented by the Navy are merely a shell game of choices among the same number of flights, but for different percentages of activity at runways. This pits communities against each other, as the runway that receives more flights will determine the “loser” among these communities. 8. The Navy has exacerbated the problem stated in #8 by not identifying a preferred alternative in the DEIS. According to the CEQ memo, “[NEPA] Section 1502.14(e) requires the section of the EIS on alternatives to “identify the agency's preferred alternative if one or more exists, in the draft statement, and identify such alternative in the final statement . . .” Since the Navy has not done this, communities cannot evaluate potential noise levels. Since the Navy has also announced that it will not provide a public comment period for the Final EIS, communities will have no chance to evaluate the consequences or even comment on the preferred alternative. 9. The Navy states that it evaluated noise for the Olympic Peninsula in 2010 with the Northwest Training Range Complex EIS, but that document did not do so. The Navy claims its documents are “tiered” for this purpose, but they are not. Had the activities contemplated by the proposed Electronic Warfare Range been evaluated by that EIS, the ground-based mobile emitters should have been listed as an emission source. They were not. For Electronic Combat and Electronic Attack, the only areas listed by activity and training area, warfare type, and Range and Training Site were the Darrington Area and W-237. Neither is on the Olympic Peninsula. Had noise been properly evaluated, the Olympic MOAs should have been listed. They were not. Therefore, noise from Growler activities has not been evaluated in this or any previous for the Olympic Peninsula. 10. The Navy has neither measured, modeled, nor considered direct, indirect or cumulative effects of jet noise in any areas outside the immediate environs of NASWI runways. Actual noise measurements have not been made anywhere. However, computer modeling for the 10-mile radius of the “Affected Noise Environment” around Naval Air Station Whidbey Island (NASWI) extends to the year 2021 and clearly demonstrates the Navy’s ability to model noise. Therefore it makes no sense to fail to measure or model highly impacted areas such as the West End of the Olympic Peninsula, with its very different terrain and weather conditions, as demonstrated by separate NOAA weather forecasts for each region. For example, the Hoh River is surrounded by steep-sloped mountains that amplify and echo noise. Port Townsend is on a peninsula surrounded on three sides by water, which echoes sound. Port Angeles gets reflected sound from the Strait of Juan de Fuca to its north and from the Olympic Mountains to its south. Yet no noise modeling or measurements have been done for these areas. 11. The Navy’s claim that areas outside the narrow boundaries of its study area do not exceed noise standards is suspect, first because the standards used by the Navy are unrealistic, second, because the Navy has never measured or modeled noise in these areas, and third, because the “library” of sounds that comprise the basis for the Navy’s computer modeling is not available for public inspection. The Navy uses the less realistic Day-Night Average Sound Level (DNL) rather than the Effective Perceived Noise Level, as provided in Federal Aviation Regulation 36. DNL uses A-weighting for the decibel measurement, which means jet noise is averaged with quiet over the course of a year to come up with a 65 dB average. This means peak noise levels in these un-measured and un-modeled communities and wildlands may far exceed 65 dB as long as the constant average with quiet periods over a year stays below 65 dB. This is unrealistic, and claims by the DEIS that wildlife are “presumably habituated” to noise do not apply when that noise is sporadic

and intense. 12. Commercial airport noise standards should not apply to military jets because commercial jets do not have afterburners, do not engage in aerial combat maneuvers, do not fly at low altitudes or practice landing on runways so short they can only be used for emergencies, do not possess the flight characteristics of Growlers, and do not have weaponry that is capable of making a parcel of forest hum with electromagnetic energy. FAA policy does not preclude use of the more accurate Effective Perceived Noise Level as the standard, nor are local jurisdictions prevented from setting a lower threshold of compatibility for new land-use developments. FAA policy allows for supplemental or alternative measurements. So, the continued use of DNL may be to the Navy's benefit, but does not benefit the public. 13. The Navy's noise analysis does not allow for peak noise experiences, nor does the DNL method they use take into account low-frequency noise, which is produced at tremendous levels by Growlers. 14. The NOISEMAP software used for computer modeling is severely outdated, and a report from a Department of Defense commission concluded that noise measurements using this software "...do not properly account for the complex operational and noise characteristics of the new aircraft." This report concluded that current computer models could be legally indefensible.

(<https://www.serdp-estcp.org/Program-Areas/Weapons-Systems-and-Platforms/Noise-and-Emissions/Noise/WP-1304>) 15. The Navy describes its activities using the term "event," but does not define it. Therefore, the time, duration, and number of jets in a single "event" remain unknown, and real impacts from recent increases remain unevaluated. As a result of leaving out vast geographical areas where noise impacts will occur (and are occurring now), the DEIS eliminates far too many direct, indirect and cumulative effects to be considered a valid or complete analysis. Limiting the scope like this amounts to a segmentation of impacts that forecloses the public's ability to comment and gain legal standing. By law, the public has the right to address the full scope of impacts, not just a narrow sliver of them. 16. New information that was not disclosed in previous Navy EISs include flight operations on weekends (not mentioned in the current DEIS but specified on page 11 of the Forest Service's draft permit, viewable at: <https://www.fs.usda.gov/project/?project=42759>). It has long been understood that the Navy would cooperate with local governments, especially in communities that depend on tourism, by not conducting noise-producing operations on weekends. Further, the singling out of one user group for an exemption from noise is outrageous and unfair. According to the permit, weekend flying may be permitted so long as it does not interfere with "...opening day and associated opening weekend of Washington State's Big Game Hunting Season for use of rifle/guns." While such an exemption is under Forest Service and not Navy control, the Navy must realize that municipalities and local governments, along with economically viable and vulnerable tourism and recreation entities who are not being considered, have not been given the opportunity to comment. The impression is that our national forests are no longer under public control. 17. Low flights will make even more noise than before: While the Navy has repeatedly told the public over the past few years that Growlers will fly at a minimum of 6,000 feet above sea level, the DEIS quotes guidance from the Aircraft Environmental Support Office: "Aircraft are directed to avoid towns and populated areas by 1 nm (nautical mile) or overfly 1,000 feet AGL (above ground level) and to avoid airports by 3 nm or overfly 1,500 AGL." This guidance further states, "Over sparsely populated areas, aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure." If this official guidance directs Growlers to fly at such low altitudes, why did the Navy not disclose this in any previous NEPA

documents? For an aircraft capable of 150 decibels at takeoff, this new information represents a significant new level of noise impacts that have been neither previously disclosed nor analyzed. 18. Sound levels for these low flights are not listed in the DEIS: Table 3.1-2, titled "Representative Sound Levels for Growler Aircraft in Level Flight," on page 3-6, does not show sound exposure levels for Growlers flying at either 1,000 feet or 1,500 feet AGL, as mentioned in the official guidance. Why has this important information been omitted? The public needs to know how much actual noise exposure there will be, along with the threats posed to public and environmental health. This, therefore, is significant new information about impacts that were not disclosed in the DEIS, and requires either that a Supplemental EIS be prepared, or that a public comment period of adequate length be provided on the Final EIS. For public health and safety reasons, the Navy must revise its guidance to significantly increase the distances that Growler jets are currently allowed to fly over towns, airports, individual people, vessels, vehicles, and structures. 500 to 1,000 feet is far too close, and 1,500 feet over an airport is far too dangerous a proximity to supersonic Growler jets. 19. No mitigation for schools: The DEIS states that in the case of local schools, no mitigation measures for any of the 3 proposed alternatives were identified, "...but may be developed and altered based on comments received." Some schools will be interrupted by jet noise hundreds of times per day. Yet the Navy suggests that future mitigation measures might be brought up by the public (and subsequently ignored) and thus will be "...identified in the Final EIS or Record of Decision." Such information would be new, could significantly alter the Proposed Actions, and would therefore require another public comment period, in which case the Navy's proposal to not allow a comment period on the Final EIS would be unlawful. 20. The current DNL noise modeling method and data in no way reflect exposure accuracy, given the new information about low flight levels from official guidance. Therefore, such analyses must be included in a Supplemental EIS or in the Final EIS, with a new public process of adequate length, including an official comment period. 21. Crash potential is higher: With no alternatives provided to the public that reduce noise, and with such permissive guidance that allows such low-altitude flight, the potential for Navy Growler student pilots to create tragic outcomes or cause extreme physical, physiological, economic and other harms to communities and wildlands, whether accidentally or on purpose, is unacceptable. 22. Contamination of drinking water in residential and commercial areas near the runways, due to use of hazardous chemicals, is completely ignored by the DEIS. It concludes, "No significant impacts related to hazardous waste and materials would occur due to construction activities or from the addition and operation of additional Growler aircraft." While these chemicals have never been analyzed, they have been used in conjunction with Growler training and other flight operations for years; therefore, hazardous materials analysis for these chemicals should not be excluded just because Growlers are not the only aircraft this foam has been used for. It is irresponsible for the DEIS to content that there are no significant impacts. As previously stated, with flights at OLF Coupeville alone increasing from 3,200 in 2010 to as many as 35,100, no one can claim that a 1,000 percent flight increase in 7 years for which no groundwater or soil contaminant analyses have been done is not significant. 23. Navy knew about contamination in advance: It is clear that before the November 10 publication of this DEIS, the Navy was well aware of potential problems with contamination of residential drinking water due to what it calls "historic" use of fire suppressants for flight operations. In May 2016 the USEPA issued drinking water health advisories for two PFCs, and the Navy announced in June that it was in the process of

“identifying and for removal and destruction all legacy perfluorooctane sulfonate (and PFOA) containing AFFF [aqueous film forming foam].” Yet the DEIS dismisses all concerns with an incredible statement about actions that took place nearly 20 years ago: “Remediation construction was completed in September 1997, human exposure and contaminated groundwater exposures are under control, and the OUs at Ault Field and the Seaplane Base are ready for anticipated use (USEPA, 2016e).” The statement is ludicrously outdated, and recent events refute it. Three days before the DEIS was published, on November 7, 2016, the Navy sent a letter to more than 100 private and public drinking water well owners expressing concern that perfluoroalkyl substances (PFAS) found beneath the OLF had spread beyond Navy property. Yet the word “perfluoroalkyl” or “PFAS” is not mentioned once in the entire 1400-page DEIS, nor is it mentioned in the 2005 or 2012 EAs. A Department of Defense publication makes it clear that there is no current technology that can treat soil or groundwater that has been contaminated with these chemicals.

(<https://dec.alaska.gov/spar/ppr/hazmat/Chemical-&-Material-Emerging-Risk-Alert-for-AFFF.pdf>) 24. No mention of contaminated soil is found in the DEIS: It confines its discussion to soil compression and compaction effects from new construction, and concludes there will be no impacts to groundwater. It is therefore puzzling to consider that while extensive evaluations for a variety of hazardous materials were included in the October 2015 Northwest Training and Testing Final EIS, why would the Navy omit such contaminants as the ones mentioned above, from the Growler DEIS? This is the equivalent of a doctor refusing to look at an EKG that clearly shows a heart attack, and diagnosing the patient with anxiety. The Navy needs to include this information in a public NEPA process as an impact of its flight activities. It needs to accept responsibility for this contamination, and pay the costs incurred by finding a permanent alternative source of water for affected residents, and by reimbursing these people for medical costs created by unwitting consumption of Navy-contaminated water. 25. Impacts to wildlife have been piecemealed: It does not make sense to separate impacts from just one portion of an aircraft’s flight operations and say that’s all you’re looking at. But because the scope of the DEIS is limited to areas adjacent to runways, analysis of impacts to wildlife from connected flight operations that occur outside these narrow confines are omitted. Threatened and endangered species, sensitive species and other wildlife and critical habitat areas are adversely impacted by noise from takeoffs, landings and other flight operations well beyond the Navy’s study area. For example, the increase in aerial combat maneuvers (dogfighting) from 160 to 550 annual “events,” which by their erratic nature cannot safely occur near runways, is a 244 percent increase that has been neither examined nor analyzed in this or any previous NEPA process. Dogfighting requires frequent use of afterburners, which are far louder and use as much as ten times the amount of fuel as normal flight does. Impacts to wildlife and habitat were completely omitted. 26. Pages of boilerplate language do not constitute analysis of impacts to wildlife: Except for standardized language copied from wildlife agencies about species life histories, along with lists of various county critical areas ordinances and state wildlife regulations, the DEIS fails to evaluate direct, indirect or cumulative impacts to wildlife. Instead, it offers the excruciating conclusion that the potential for noise impacts and collisions with birds is “greatest during flight operations.” However, continues the DEIS, except for the marbled murrelet, the occurrence of these sensitive species in the study area is “highly unlikely,” largely because “no suitable habitat is present.” This begs the question: if the scope of this DEIS measured the true impacts of jet noise, it is highly

likely that suitable habitat for many of these species would be found. And if impacts had not been segmented for decades, there might be suitable habitat remaining in the study area. 27. Old research cited but new research not: In citing published scientific research, the Navy included a 1988 synthesis of published literature on domestic animals and wildlife, but failed to consider the latest peer-reviewed research summarized in 2015, which lists multiple consequences of noise greater than 65 dB.

(<http://onlinelibrary.wiley.com/doi/10.1111/brv.12207/abstract>) The DEIS also failed to consider an important 2014 study called "Anthropogenic EM Noise Disrupts Magnetic Compass Orientation in Migratory Birds,"

(<http://www.nature.com/nature/journal/v509/n7500/full/nature13290.html>) A federal agency cannot cherry-pick scientific research for its own convenience; it must consider the best available science. This DEIS fails that test. Thank you for considering these comments. Sincerely, [REDACTED]

Port Townsend, WA 98368

As an 8 year resident on the Olympic Peninsula I am appalled by the Navy's intention to use the Olympic Peninsula as its training ground and war games theatre. Not only Olympic Peninsula citizens, but National Forests, National Parks, and National Wildlife Refuges whose lands are set aside for careful management and preservation should not be impacted by the Navy's proposed Growler exercises. Those exercises will certainly bring deleterious effects in the form of air pollution (extraordinary CO2 emissions that will impact our already breached climate)), noise pollution impacting human and animal residents equally, and direct impact on bird life (over half of all seabirds in the Sound Area migrate through Protection Island Wildlife Refuge in Discovery Bay!). The proposal is an outrageous violation of private citizens, public lands, unrepresented (except by those of us who speak on their behalf) flora, fauna, and ecosystems. There is a tremendous amount of brainpower in the Navy. I recommend they put this power creatively to do their training in a way that will not have the clear deleterious effects of their current proposal. Thank you for listening.

- 1.a. Thank You
- 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
- 2.k. Range of Alternatives
- 4.v. Impacts to Domestic Pets, Livestock, or Wildlife
- 7.d. Recreation and Wilderness Analysis and Study Area

[REDACTED]  
[REDACTED] Coupeville, WA 98239

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

Dear Fellow Citizens,

We are pleased to offer my support for the USA, and the US NAVY in the subject of EA-G Airfield Operations at NAS Whidbey Island Complex.

My wife [REDACTED] and I live very close to Outlying Field, Coupeville.

We emphatically support the US Navy's right to provide our country with the best possible aircrews. We believe training the US Navy Pilots and crew at OLF is a safe and needed facility to keep our country strong. Our EA 18G Growlers play a vital international role in the defense of the United States of America.

We DO NOT feel our house values have diminished nor have we any evidence they will diminish. In fact our house built in approximately 2010 has gone up in value, based on 3 appraisals.

We are not concerned about excessive noise, well contamination, or house values.

We are well connected to many people here on Whidbey Island as we operate 3 businesses where we have many customers from Whidbey Island as we as from other Seattle area regions. I feel a

1.a. Thank You  
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  
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

strong majority of people I talk with about this issue agree with me and support OLF. No media or or many people thought Trump could not win, but history shows us again and again what truth is.

Currently, there seems to be a tiny, misguided, self appointed, self righteous group of people stirring this issue up. You will not find this in many of your surveys.

This same group of people opposed a office building and restaurant being built near a big rock in Coupeville. They felt the big rock was historical and should be seen from thr road !!!

Cooler heads prevailed and the building was built and the immediate area of buildings supported jobs and the community.

We feel the OLF and planned changes will NOT be a negative in any way.

It should be noted, that these EA-18G Growlers are found on any US Carrier anywhere in the world!!! Their value of importance to the US and protecting US assets around the world. Most opponents of OLF are ignorant of the critical training to keep our aircrews safe. OLF is unique in that it is not used by civilian General Aviation aircraft and the US Navy can focus their specific FCLP training at OLF in a very safe and efficient fashion. What I mean to the lay reader of this is due to its closeness to NAS Whidbey and other factors, the US Navy pilots can get their needed landings and takeoffs ( Touch and GO) in a very short time period saving fuel, and time. OLF is a WIN WIN from my point of view.

My water comes from a well and we receive quarterly samples and the PFOA is not present!!! Polution from marinas, boating traffic, and other factors is clearly a major concern of for us but NOT well contamination related of alleged to be from the Navy,

From a family point of view, having OLF allows our pilots to train here locally where they live, where their children go to school. These

pilots and crew are asked to often go on 9 month deployments, and asking these squadrons to get their training somewhere else is a true hardship for our military families.

As pressure grew against OLF , I understand that for several weeks one of our key US Navy Flight Squadrons were forced to train in California to get enough FCLPs to meet the necessary requirements.

So what happens Dad or Mom goes to Californian for weeks adding more disruption to families already at risk. Additionally, the taxpayer is given a bill for all the extra housing costs and meals that would be avoided if simply the US NAVY could just continue to train locally at OLF.

The huge cost of these few selfish misguided Coupeville people is causing our government a huge tax bill to defend itself just to train pilots !!

I hope you can get to hear from the silent majority of us who clearly support OLF, Coupeville.

Thank you for what you do to support our freedom. Thank you for the opportunity to be surveyed.

I find it interesting that this is the first written survey I have been asked to do , even though we Coupeville residents, live VERY close to OLF, and have owned 5 businesses here for over 5 years.

LETS MAKE AMERICA GREAT AGAIN !

S



**Draft Environmental Impact Statement Comment Form**  
*EA-18G Growler Airfield Operations at NAS Whidbey Island Complex*

Comments must be postmarked or submitted online by January 25, 2017

Online at: <http://www.whidbeyeis.com/Comment.aspx>

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

1. Name \_\_\_\_\_

2. Organization/Affiliation (resident, citizen, business, nonprofit, veteran, retired military)  
*US Citizen*

3. Address \_\_\_\_\_ *Capeville, WA 98239*

4. Email \_\_\_\_\_

**Comments**

Check all that concern you. For additional information see  
[www.facebook.com/whidbeyeis](http://www.facebook.com/whidbeyeis)

- Increases in Outlying Field (OLF) operations will significantly harm our property values, health, schools and quality of life as well as severely impact our primary industries, tourism and agriculture. Increasing OLF operations to up to 35,000 per year (135 flight operations daily) ,will dramatically increase the residential and commercial areas impacted by noise. This is a burden greater than the Coupeville/Central Whidbey community can bear.
- Increased operations at OLF risk greater aquifer and well contamination. Wells near OLF have now found to be contaminated with toxic PFOA compounds from Navy firefighting foam which the Navy continues to use for aircraft fires. In 2016 over 10% of all private wells tested were found contaminated above the EPA standard . The extent full of contamination has not been determined nor have results been shared with the community. There is no mitigation plan in place.

*THIS IS PURE HOBGWAR, HOW MANY FIRES?*  
*DO YOU THINK OUR NAVY BASE HAS HAD IN 10 YEARS?*  
*LESS THAN 12 FIRES?*

(over)

- The addition of large, new, and undefined Accident Potential Zones (APZs) surrounding OLF will restrict property rights and significantly decrease property values.

Please include any additional comments here:

I SUPPORT THE US NAVY'S RIGHT  
 & OBLIGATION TO TRAIN US NAVY PILOTS,  
 AIR AIRCRAFT DESERVE THE BEST POSSIBLE  
 TRAINING I SUPPORT THE USA.

All comments submitted by January 25, 2017 will become a part of the public record and will be addressed in the final EIS. Personally identifiable information of individuals will be kept confidential and not released, unless otherwise specifically indicated by the commenter or as required by law. City, state and five-digit zip code of individuals who provide comments may be released.

### What else you can do

1. **Get involved.** To volunteer, email us: [coupevillecommunityallies@gmail.com](mailto:coupevillecommunityallies@gmail.com)
2. **Call (best) or email your elected officials and share your concerns.** The number of calls are important.
  - a. U.S. Senator Patty Murray: 206.553.5545; [www.murray.senate.gov](http://www.murray.senate.gov)
  - b. U.S. Senator Maria Cantwell: 425.303.0114; [www.cantwell.senate.gov](http://www.cantwell.senate.gov)
  - c. U.S. Congressman Rick Larson: 800.652.1385; [rick.larsen@mail.house.gov](mailto:rick.larsen@mail.house.gov)
  - d. Governor Jay Inslee: 360.902.4111; [governor.wa.gov](http://governor.wa.gov)

### To Learn More

- ✓ To receive email updates, or to get involved, **email us at** [coupevillecommunityallies@gmail.com](mailto:coupevillecommunityallies@gmail.com)
- ✓ **Follow us on Facebook at Coupeville Community Allies**
- ✓ Review the Draft EIS and appendices at [www.whidbeyeis.com](http://www.whidbeyeis.com)

This ad paid for by Coupeville Community Allies



1-11-17

Dear Sir,

I'm totally against adding up to 36 Growlers to Whidbey Is. Naval Air Station. It's been reported that these new Growlers will be even noisier ~~than~~ than your current jets. I'm retired & I'm home a lot. I'm already concerned by the noise which is not relaxing at all. I understand & agree with the need to train in areas that most closely resemble the conditions

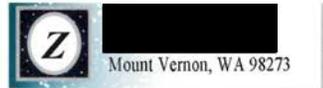
pilots are at sea but my relaxing retirement is being ruined.

I certainly hope that the Navy follows through on it's idea of "hush houses" and installing equipment on the exhaust nozzles to limit noise during flight.

I think noise pollution as a modern stressor is highly underreported. It's real.

Thank you for listening.

Sincerely,



ZENHE0001

- 1.a. Thank You
- 12.n. Quality of Life
- 4.r. Nonauditory Health Effects
- 4.t. Noise Mitigation

Oak Harbor, WA 98277

1.a. Thank You

2.m. Record of Decision/Preferred Alternative

As a resident of Oak Harbor for 10 years, and Mount Vernon for 8, I have not been negatively impacted by operations at Coupeville. In fact, operations at Ault Field when the instrument pattern is extended have the greatest impact. With OLF in use the Ault Field operational impact seems to be significantly reduced. I was fully aware of all noise zones when I purchased a home, and understand them still. I support operations at OLF, and appreciate what the navy brings to this great community.

Auburn, WA 98092

Please reconsider the war games and trainings that will surround the Olympic National Forest and over many tribal lands. The noise pollution that will be created not only impacts humans but the animals in the area. It increases stress and hearing loss not only in mammals but also effects the migratory bird paths. The pollution emitted is extensive both from the fuel expended and the noise. Please do not move forward with this plan.

- 1.a. Thank You
- 10.c. Wildlife Sensory Disturbance and Habituation
- 10.I. Bird Migration
- 19.c. Olympic Peninsula, Olympic National Park, and at-Sea Training
- 19.d. Electronic Warfare
- 4.q. Potential Hearing Loss
- 6.a. Air Quality Impacts from Mobile Source Emissions (Jet Engine and Vehicle)
- 9.a. Consideration of Tribes

1.a. Thank You  
4.t. Noise Mitigation

COUPEVILLE, WA 98239

We moved to the Island in 1978 and have been aware of the Navy's needs to use the Coupeville OLF. Over 20 years ago, I was a member of WISE (Whidbey Island for a Sound Environment). This organization worked with Navy Commanders and was able to negotiate times of use to ease the impact of noise at the OLF. I am certain that the Navy and community can work to overcome much of the noise in the Central Whidbey area. We see no reason to close the Coupeville OLF. The Navy is a part of our community and will continue to receive our support. [REDACTED]  
Coupeville

1.a. Thank You  
12.j. Property Values

EA-18G Gowler project manager: Feb. 8th, 2017

I am totally against the proposal to base another 35 planes at NAS Whidbey.

I live in the high noise area, and have for the last 46 years. I have tolerated it, through good and bad years, and hoped I would get used to it. I never have. I find it impossible to have visitors in the summer months, or to sit on my patio during flight times.

The pilots of the planes here now, and the AE6B"s that were previously based here, have never flown at the altitudes they were supposed to be at.

I am now 82, and my husband (retired military) is 85, and we are now too old to move. I worry about the value of our home for re-sale.

Another 35 planes and their added flights would be un-bearable.



*Oak Harbor, WA 98277*

Langly, WA 98260

I am writing because I am extremely concerned about the proposed 600% increase in growler jet flights above Whidbey Island and surrounding area. These growler jets fly low over densely populated civilian neighborhoods in North Whidbey and Coupeville. I have personal experience with this noise: During a bike ride through the Ebby Landing National Reserve, I suffered the horrendous noise as the growlers circled repeatedly above me. The noise was something I had never before experienced. "Loud" doesn't begin to describe it. It was more like a form a torture, so loud it was physically painful. I cannot even imagine living in that neighborhood, people trying to work in their yards, take a walk, or children just wanting to play outdoors. After experiencing the growlers first hand, I am not at all surprised that people in Coupeville are suffering health problems and real estate values are falling as a result of the noise. Additionally, there are toxic chemicals poisoning the water around Coupeville. While the decibels are not as high, the noise is even significant at our home in Langley on South Whidbey. A 600% increase in flights would certainly effect our community on South Whidbey as well as in other communities of the Northern Salish Sea, such as Port Townsend, San Juan Islands and probably cities on the mainland as well. Finally, as a home owner, I am concerned about falling real estate values related to incessant noise pollution. Please help prevent the Navy from escalating the growlers on Whidbey Island. Sincerely, [REDACTED]  
Langley, Washington

- 1.a. Thank You
- 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
- 3.a. Aircraft Operations
- 4.a. General Noise Modeling
- 4.m. Supplemental Metrics

Bend, OR 97702

As a former resident of the Olympic Peninsula and a frequent visitor, I'm opposed to the noise pollution and disruption of wildlife that the additional operations will cause. Please reconsider the location of this training. Thank you.

- 1.a. Thank You
- 10.a. Biological Resources Study Area
- 10.b. Biological Resources Impacts
- 4.v. Impacts to Domestic Pets, Livestock, or Wildlife

Oak Harbor, WA 98277

I think it's time to fully support and provide funding for the Coupeville OLF. Upgrade runways and lighting systems, gates, fences and security, and provide funding to purchase from homeowners those properties with in the APZ. Safety issues go both ways, safety for the pilots and ground crews and safety for the homeowners. The homeowners poor decision making skills should not be the tax payers responsibility, but that is obviously what those that are underwater on their mortgage are looking for - a way out with someone else (the American taxpayer) footing the bill. I suggest a buy out based upon length of home ownership. 30 years+, higher percentage than those who purchased after 2005. I'm tired of the fighting and arguing over this issue. no one offers solutions, only more rhetoric. Maybe all the houses that become vacated can be used by the homeless, there by getting rid of another problem the island now has that no one has any suggestions for. I'm sure they won't care about the noise, just a warm place to shoot up....

1.a. Thank You

12.k. Compensation to Citizens for Private Property

2.k. Range of Alternatives

1.a. Thank You

7.d. Recreation and Wilderness Analysis and Study Area

, 98407

For the past 10 years I have been in a hiking group that would hike on the Olympic Peninsula at least 6-8 times a year. Now we hesitate to visit. Growlers are destroying the peace for humans and disrupting wildlife.