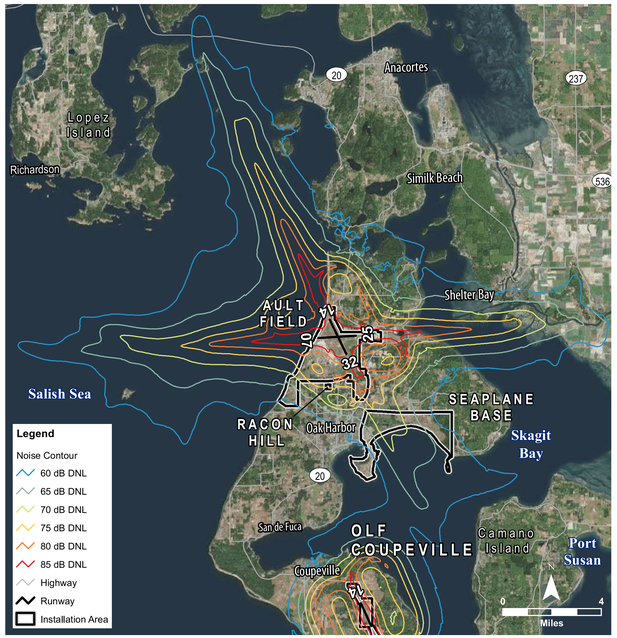
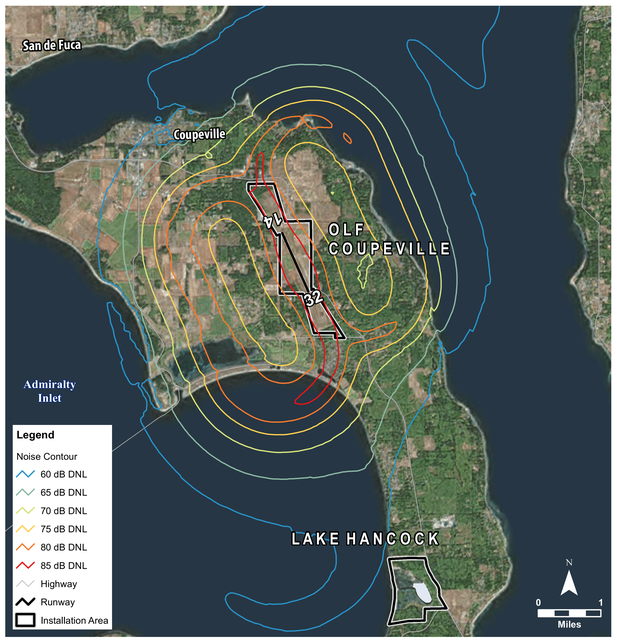
NAVAL AIR STATION WHIDBEY ISLAND

NOISE AND ACCIDENT POTENTIAL ZONES





NOISE CONTOURS

In the 2021 Air Installations Compatible Use Zones (AICUZ) Study, all sound or noise levels are measured in A-weighted decibels (dBA). The A-weighted scale emphasizes mid-range sound frequencies to which humans are most sensitive.

The noise exposure from aircraft at Naval Air Station Whidbey Island (NASWI) is calculated using the day-night average sound level (DNL) metric. The DNL noise metric is a reliable measure of community sensitivity to aircraft noise and has become the standard metric used in the United States.

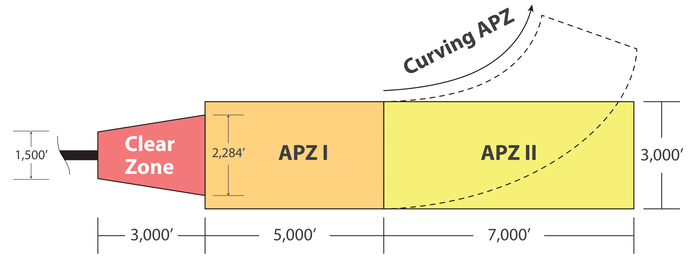
Individual responses to noise levels vary and are influenced by various factors including time of day, predictability of noise, and length of exposure.

NASWI minimizes aircraft noise in the community by implementing noise abatement or avoidance procedures that all pilots are required to follow, including employing airmanship techniques to reduce aircraft noise effects on the community and avoiding sensitive areas except when safety dictates otherwise.

Noise contour development includes the following data inputs: flight tracks; type and mix of aircraft; aircraft speed, altitude, and power settings; maintenance and pre-flight activities; frequency and times of operations; and weather and terrain.

ACCIDENT POTENTIAL ZONES (APZs)

The Department of Defense has identified APZs as areas where an aircraft accident would most likely occur, if an accident was to occur. APZs are not a prediction of the number of accidents or the odds of an accident occurring.



Local governments use APZs to ensure compatible development near the ends of the runways and along primary flight tracks and minimize potential harm if an aircraft mishap were to occur. Although the likelihood of an accident is remote, the Navy recommends that land uses that concentrate large numbers of people be avoided in APZs.