

## 2 Description of the Proposed Action and Alternatives

### 2.1 Proposed Action

The DON proposes to transition the Expeditionary VAQ squadrons at NAS Whidbey Island from the EA-6B Prowler to the EA-18G Growler in the 2012-2014 timeframe. The proposed action includes the following:

- Retaining the existing Expeditionary VAQ mission capabilities at NAS Whidbey Island.
- In-place transitioning of three existing Expeditionary VAQ squadrons homebased at NAS Whidbey Island from the older EA-6B aircraft to the newer EA-18G aircraft.
- Potentially relocating one Reserve Expeditionary VAQ EA-6B squadron from Joint Base Andrews to NAS Whidbey Island and transitioning this reserve squadron from the older EA-6B aircraft to the newer EA-18G aircraft.
- Adding up to 11 EA-18G aircraft to the FRS at NAS Whidbey Island to support the Expeditionary VAQ community.
- Modifying certain facilities at Ault Field to provide facilities and functions to support the new aircraft type and an increase in personnel (up to 311 personnel, representing a 3.1% increase in the base population) to support the Expeditionary VAQ community.

The primary types of mission training and readiness requirements for the EA-18G Growler are nearly identical to those of the EA-6B Prowler, although the Expeditionary and carrier-based aircraft differ in their need for FCLP training in that the Expeditionary aircraft do not land on aircraft carriers so they do not need to train at OLF Coupeville. There would be no change in the training syllabus for the Expeditionary VAQ squadrons (arrivals, departures, or pattern operations at Ault Field); the locations of flight operations (SUA, military training routes, or flight tracks over land or water); or the current ratio of daytime to nighttime flight operations at Ault Field. While there is no change in the type and location of training operations analyzed in the Navy's 2010 NWTRC EIS, the total number of operations is projected to be more than the baseline under all action alternatives because of the proposed increase in the number of Expeditionary VAQ aircraft (up to nine additional aircraft or up to 14 additional aircraft).

Under the proposed action, each Expeditionary VAQ squadron would increase by one additional aircraft. Each existing Expeditionary VAQ EA-6B squadron currently consists of four aircraft, but after transition the Expeditionary VAQ EA-18G squadrons would consist of five aircraft each. In addition, the existing FRS (VAQ-129) would receive additional aircraft to

support the Expeditionary VAQ community. In order to maintain Expeditionary VAQ capability, the squadrons must transition to the EA-18G Growler by 2014.

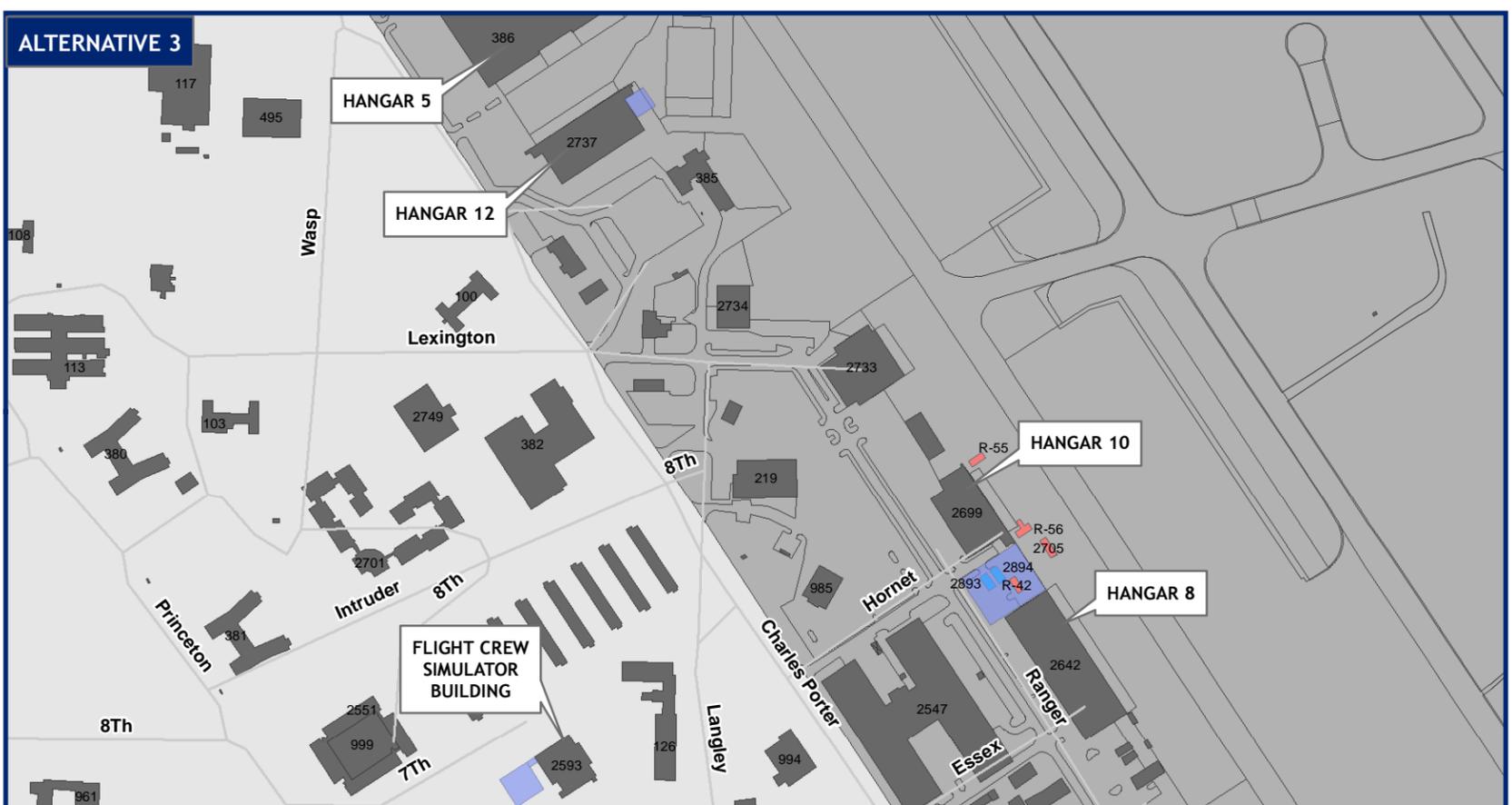
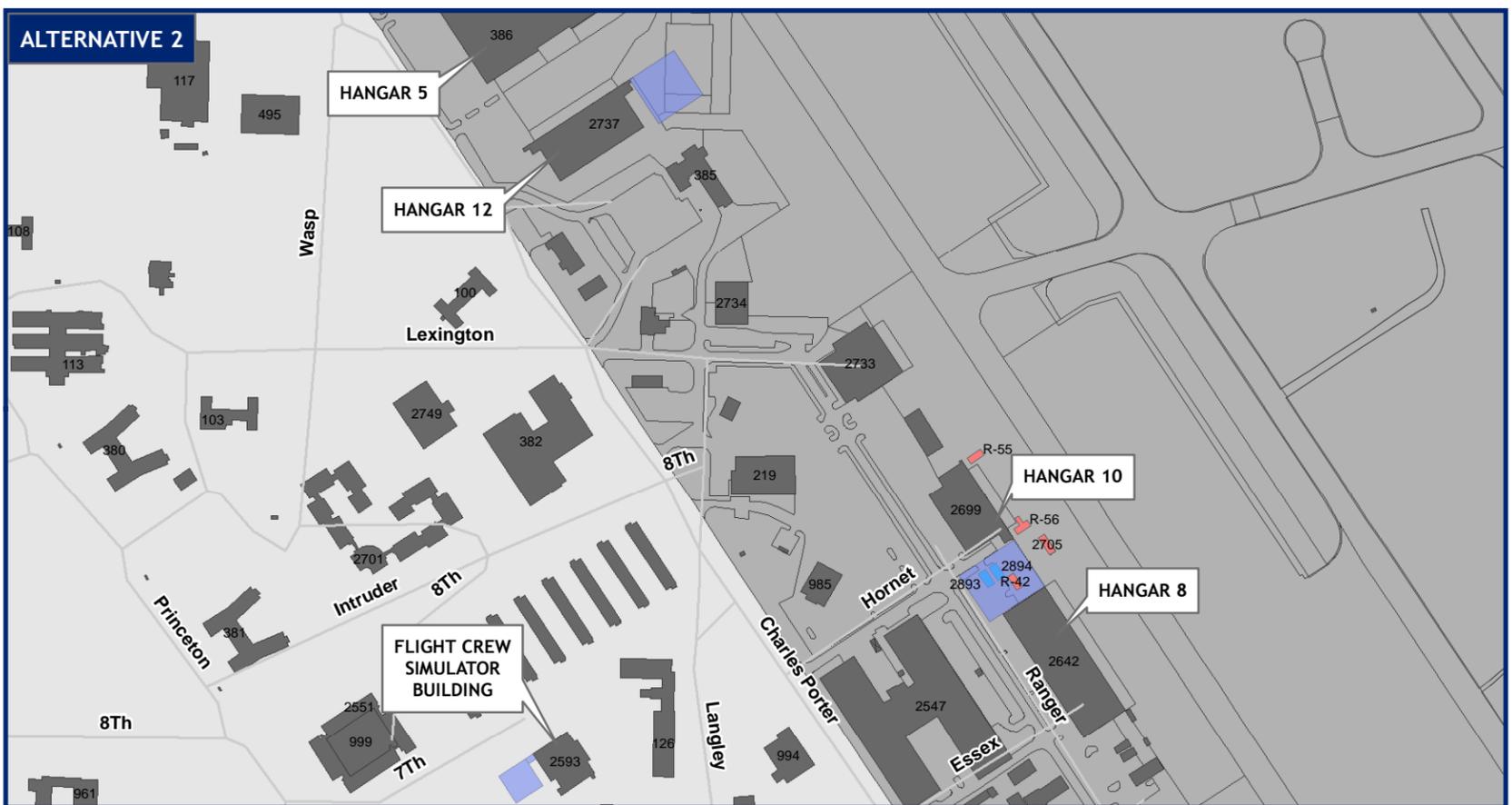
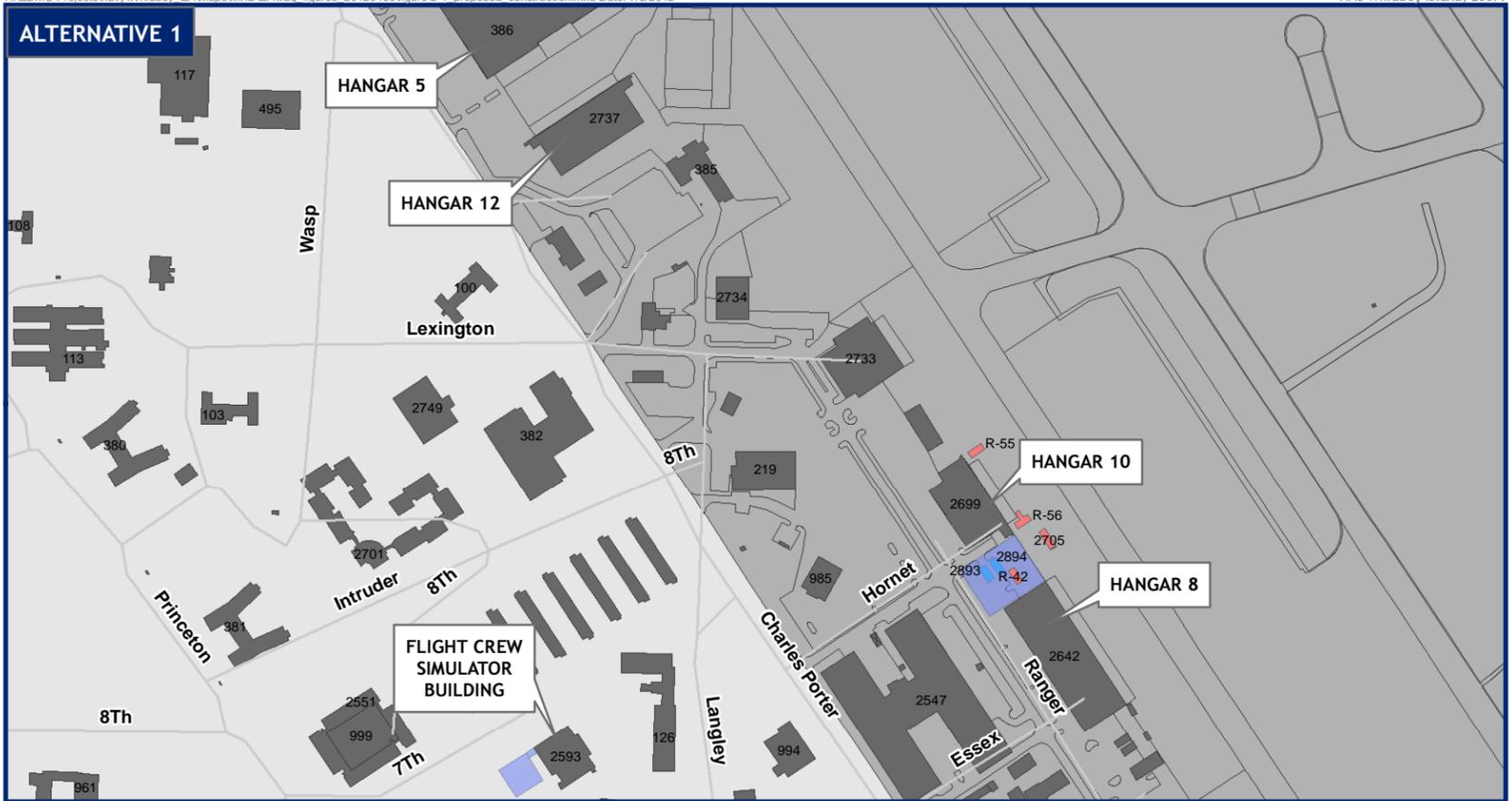
There would be an increase in personnel under the proposed action. The increased maintenance and flight training requirements associated with retention of the Expeditionary VAQ mission at Whidbey Island under all action alternatives would result in a corresponding increase in personnel associated with the proposed action. The proposed relocation of one reserve Expeditionary VAQ squadron would add approximately 30 officers and 190 enlisted. Additionally, the Center for Naval Aviation Technical Training Unit (CNATTU) schoolhouse force structure would increase by an estimated five maintenance instructors and 20 additional student maintainers per year. The Electronic Attack Weapons School would add six officers and two enlisted personnel to fully staff the requirements. The proposed action would result in a total of 91 additional personnel under Alternative 1 and a total of 311 additional personnel under Alternatives 2 and 3.

Because NAS Whidbey Island does not currently have adequate hangar space, flight line electrical distribution systems (FLEDs), or flight simulator capacity to support EA-18G Growler squadrons, the proposed action includes construction, renovation, or modification of the following facilities and functions (see Figure 2-1).

**Hangar 10 (Building 2699).** An approximately 32,500-square-foot addition to Hangar 10 would be constructed. Hangar 10's auxiliary buildings R-42, R-55, R-56, and 2705 would be demolished. Hangar 8 (Building 2642) auxiliary buildings 2893 and 2894 would be demolished and replaced with same-sized facilities in the previously disturbed area between Hangars 10 and 8. The Hangar 10 addition would have aircraft power utilities (400 hertz [Hz]) and would include secure spaces for mission planning, briefing, and debriefing functions.

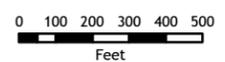
**Expansion of the Flight Line Electrical Distribution System.** The Navy has determined that a FLEDS is required to support the additional EA-18G aircraft. Each FLEDS consists of aircraft electrical service points providing 200Y/115V, 400 Hz electrical power for servicing aircraft located on the parking apron. The new FLEDS unit would be connected to the existing electrical distribution system and would be installed on the existing aircraft parking apron.

**Flight Simulator Building (Building 2593).** An approximately 9,200-square-foot facility would be constructed west of the existing flight simulator building (Building 2593). This new facility would provide space for two tactical operational flight trainers.



Key:		APE:	
[White Box]	Installation Area	[Red Box]	Demolition
[Grey Box]	Buildings	[Blue Box]	New Construction
[Light Grey Box]	Runway and Airfield Surface Area	[Light Blue Box]	Proposed Relocation

**Figure 2-1**  
Proposed Construction Projects  
Transition of Expeditionary EA-6B Prowler Squadrons to  
EA-18G Growler at NAS Whidbey Island, Washington



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**Hangar 12 (Building 2737).** Depending on the alternative selected, an addition to Hangar 12 may be constructed. Alternatives 2 and 3 would include, respectively, a 25,200-square-foot and a 4,300-square-foot addition to Hangar 12 to support the proposed additional aircraft to the FRS. Alternative 1 would not incorporate any modifications to Hangar 12.

The Expeditionary VAQ squadrons operating the EA-18G Growler would need the same airfield facility dimensions and characteristics as the current Expeditionary VAQ EA-6B squadrons. Because Expeditionary VAQ squadrons do not deploy on aircraft carriers, there is no requirement for these squadrons to conduct field carrier landing practice (FCLP) training at OLF Coupeville. Because the current facilities and operations at OLF Coupeville would not be affected by the proposed action, this EA does not analyze any environmental impacts at OLF Coupeville.

## **2.2 Alternatives**

This EA addresses three action alternatives and a No Action Alternative. The alternatives were developed to provide options for different aircraft-loading scenarios.

### **2.2.1 Alternative 1**

Under Alternative 1, three Expeditionary VAQ squadrons currently based at NAS Whidbey Island would transition from the older EA-6B aircraft to the newer EA-18G, and six EA-18G aircraft would be added to the FRS to support the training requirements of the Expeditionary VAQ community. As shown in Table 2-1, Alternative 1 would result in a total increase of nine aircraft at NAS Whidbey Island. The Expeditionary VAQ squadrons would transition to the new aircraft between 2012 and 2014 at a rate of about one squadron per year. Each Expeditionary VAQ EA-18G squadron would consist of 24 officers and 162 enlisted personnel. Alternative 1 would result in the addition of 91 personnel at NAS Whidbey Island (see Table 2-2). Each Expeditionary VAQ EA-18G squadron would be manned by the majority of personnel transitioning from the corresponding EA-6B squadron.

Total annual aircraft operations would increase from 70,557 baseline operations to 71,554 operations under Alternative 1 (see Table 2-3). New construction and the replacement of existing facilities, as shown on Figure 2-1, would include an addition to Hangar 10, expansion of the FLEDS, and construction of the flight simulator building, as described in Section 2.1.

**Table 2-1 The Number of Expeditionary VAQ Aircraft at NAS Whidbey Island**

	No Action Alternative	Alternative 1	Alternative 2	Alternative 3
<b>Expeditionary VAQ Squadrons</b>				
E/A-18G Growler	0	15 (+3)	20 (+8)*	15 (+3)
EA-6B Prowler	12	0	0	0
<b>FRS<sup>1</sup></b>				
E/A-18G Growler	0	6 (+6)	6 (+6)	11 (+11)*
EA-6B Prowler	0	0	0	0
<b>Total</b>	<b>12</b>	<b>21 (+9)</b>	<b>26 (+14)</b>	<b>26 (+14)</b>

Key:

Numbers in parenthesis indicate net increase over baseline.

FRS = Fleet Replacement Squadron

VAQ = Electronic Attack

\* = includes the reserve Expeditionary VAQ requirement

(1) = FRS currently operates both E/A-18G and EA-6B aircraft which only support VAQ Fleet squadrons. There are no FRS aircraft supporting Expeditionary VAQ operations as part of the baseline, as indicated by (0) in the table.

**Table 2-2 Number of Expeditionary VAQ Personnel at NAS Whidbey Island**

	No Action Alternative (Baseline) <sup>1</sup>	Alternative 1	Alternative 2	Alternative 3
<b>Three Active-Duty Expeditionary VAQ Squadrons</b>				
Officers	84	72 (-12)	72 (-12)	72 (-12)
Enlisted	492	486 (-6)	486 (-6)	486 (-6)
<b>One Reserve VAQ Squadron</b>				
Officers	N/A	0	30 (+30)	N/A
Enlisted	N/A	0	190 (+190)	N/A
<b>FRS</b>				
FRS Officers	68	79 (+11)	79 (+11)	109 (+41)
FRS Enlisted Maintenance	277	342 (+65)	342 (+65)	532 (+255)
<b>CNATTU Schoolhouse</b>				
Instructors (Officers)	11	11 (+0)	11 (+0)	11 (+0)
Instructors (Enlisted)	82	87 (+5)	87 (+5)	87 (+5)
Students (Enlisted)	130	150 (+20)	150 (+20)	150 (+20)
<b>Weapons School</b>				
Officers	18	24 (+6)	24 (+6)	24 (+6)
Enlisted	17	19 (+2)	19 (+2)	19 (+2)
<b>Total Personnel</b>	<b>1,179</b>	<b>1,270 (+91)</b>	<b>1,490 (+311)</b>	<b>1,490 (+311)</b>

Notes:

<sup>1</sup> The number of personnel for the baseline includes both Fleet and Expeditionary squadron personnel.

Key:

CNATTU = Center for Naval Aviation Technical Training Unit

FRS = Fleet Replacement Squadron

N/A = Not applicable

VAQ = Electronic attack

**Table 2-3 Expeditionary VAQ Air Operations at Ault Field**

	No Action Alternative (Baseline)		Alternative 1		Alternative 2		Alternative 3	
	12 EA-6B VAQ Aircraft	Total Airfield Operations	21 EA-18G VAQ + FRS Aircraft	Total Airfield Operations	26 EA-18G VAQ + FRS Aircraft	Total airfield Operations	26 EA-18G VAQ + FRS Aircraft	Total Airfield Operations
Departures	589	12,009	979	12,399	1,212	12,468	1,212	12,468
Arrivals	589	12,009	979	12,399	1,212	12,468	1,212	12,468
Pattern Operations	1,842	46,539	3,023	46,756	3,743	47,799	3,743	47,799
<b>Total</b>	<b>3,020</b>	<b>70,557</b>	<b>4,981</b>	<b>71,554</b>	<b>6,167</b>	<b>72,735</b>	<b>6,167</b>	<b>72,735</b>
Net Air Operation Change	NA	NA	1,961	2.7%	2,178	3.1%	2,178	3.1%

Key:

FRS = Fleet Replacement Squadron

VAQ = Electronic Attack

### 2.2.2 Alternative 2

Under Alternative 2, three Expeditionary VAQ squadrons currently based at NAS Whidbey Island would transition from the older EA-6B aircraft to the newer EA-18G; the one reserve Expeditionary VAQ EA-6B squadron from Joint Base Andrews would relocate to NAS Whidbey Island and transition from the older EA-6B to the newer EA-18G aircraft; and six EA-18G aircraft would be added to the FRS to support the training requirements of the Expeditionary VAQ community. This would result in a total increase of 14 aircraft and the addition of 311 personnel; 97 of the 311 additional personnel would be selective reservists at NAS Whidbey Island. Under Alternative 2, the relocated reserve squadron would function under its own command structure with assigned personnel and aircraft.

Alternative 2 would be implemented within the same timeframe as Alternative 1 (2012 through 2014). The Navy assumes that the majority of the reservists currently resides in the region and would work approximately seven days per month at the air station under Alternative 2.

Total annual aircraft operations would increase from 70,557 baseline operations to 72,735 annual operations under Alternative 2 (see Table 2-3). New construction and demolition, as shown on Figure 2-1, would include an addition to Hangar 10, expansion of the FLEDS, and construction of the flight simulator building, as described in Section 2.1. Alternative 2 would also include construction of an approximately 25,200-square-foot addition to Hangar 12 (Building 2737).

### **2.2.3 Alternative 3**

Under Alternative 3, three Expeditionary VAQ squadrons currently based at NAS Whidbey Island would transition from the older EA-6B aircraft to the newer EA-18G, and 11 EA-18G aircraft would be added to the FRS to support the training requirements of the Expeditionary VAQ community and the reserve Expeditionary VAQ EA-6B squadron relocating to NAS Whidbey from Joint Base Andrews. Under either Alternative 2 or Alternative 3, a total increase of 14 aircraft and 311 personnel would result; 97 of the 311 additional personnel would be selective reservists at NAS Whidbey Island. However, under Alternative 3, the relocated reserve squadron would function as part of the FRS, sharing personnel and aircraft. Alternative 3 would be implemented within the same timeframe as Alternatives 1 and 2 (2012 through 2014). The Navy assumes the majority of the reservists currently resides in the region and would work approximately seven days per month at the air station under Alternative 3.

The transition process would result in an overall increase in the number of VAQ aircraft stationed at NAS Whidbey Island. The total number of new EA-18G aircraft would be the same as under Alternative 2, resulting in the same increase in annual operations from 70,557 baseline operations to 72,735 operations under Alternative 3 (see Table 2-3). New construction and demolition, as shown in Figure 2-1, would include an addition to Hangar 10, expansion of the FLEDS, and construction of the flight simulator building, as described in Section 2.1. Alternative 3 also would include construction of an approximately 4,300-square-foot addition to Hangar 12 (Building 2737).

### **2.2.4 No Action Alternative**

Under the No Action Alternative, there would be no modification of facilities, no increase in personnel, and no new EA-18G operations at NAS Whidbey Island. The No Action Alternative does not meet the purpose and need for the proposed action with regard to DOD requirements; however, the No Action Alternative is carried forward in the EA to provide a baseline against which environmental consequences can be measured. The baseline in this case is based upon the conditions resulting at the end state of the *2005 Environmental Assessment for Replacement of EA-6B Aircraft at Naval Air Station Whidbey Island, Washington* (which transitions only the carrier version of the Prowler aircraft to Growlers). It has been modified to account for current conditions (CY2011) in order to give the reader a better understanding and comparison of existing and future conditions.

## 2.3 Alternatives Considered but Eliminated from Further Study

New homebasing alternatives were excluded from further consideration. Use of existing infrastructure and assets at NAS Whidbey Island optimizes the full transition from the EA-6B Prowler to the EA-18G Growler by 2014. The Expeditionary VAQ squadrons are currently located at NAS Whidbey Island and will continue to be based there, consistent with the logic and reasoning of homebasing tactical aircraft expressed in *N3/N5 Strategic Laydown and Dispersal of Ships and Aircraft* (U.S Navy 2008). Specifically, single-siting the CVW and Expeditionary VAQ community enhances existing training, maintenance, and support infrastructure; offers operational synergy; and improves the ability to deploy VAQ forces quickly and efficiently. Relocating the Expeditionary VAQ squadrons, including a small FRS component, to any other base would increase operational risks associated with the ability to meet training requirements and deployment schedules, would reduce operational synergies within the VAQ community, and would significantly increase the life-cycle costs of the proposed action. Therefore, an alternate location would not meet the purpose and need of the proposed action.

## 2.4 Preferred Alternative

Alternative 2 is operationally preferable because it replaces all aging EA-6B aircraft with the EA-18G with minimum operational disruption, maintains the reserve squadron as an independent deployable squadron, and enhances the synergy of the VAQ community.

The VAQ community is relatively small. Single-siting the VAQ community facilitates the transition of personnel and aircraft from an EA-6B squadron to an EA-18 squadron and would improve the ability to deploy VAQ forces quickly and efficiently. Relocating VAQ-209 would allow the reserve squadron to leverage VAQ community assets and capabilities at NAS Whidbey Island for training, maintenance, and support, and would improve the organizational synergy of the VAQ community. Ultimately, moving VAQ-209 to Whidbey Island would provide greater VAQ capability at less cost to the Navy by single-siting facilities and functions to support VAQ community.

Alternative 1, while viable, would result in a slightly reduced deployable VAQ capability because VAQ-209 would not relocate to NAS Whidbey Island and would not benefit from single siting with the VAQ community.

Alternative 3, while also viable, would result in a slightly reduced deployable VAQ capability because VAQ-209 would be absorbed as part of the FRS rather than existing as an independent deployable squadron.

## **2.5 Comparison of Alternatives**

Table 2-4 summarizes the environmental consequences associated with the three action alternatives and the No Action Alternative.

**Table 2-4 Comparison of Environmental Consequences**

Resource	No Action Alternative	Alternative 1	Alternative 2	Alternative 3
<p>Airspace and Airfield Operations and Aircraft Safety</p>	<p>No impacts on regional airspace use. Therefore, no significant impact on airspace.</p> <p>No change in types of flight operations, flight tracks, or number of annual air operations. Therefore, no significant impact on air operations.</p> <p>No significant impact would occur as NAS Whidbey Island would continue to conduct flight training in the local airfield environment and annual operations would continue to operate according to existing safety protocols.</p>	<p>No modifications or additions to the current airspace are proposed. Therefore, there would be no significant impact on airfields and airspace.</p> <p>No change in types of flight operations or flight tracks; a 2.7% increase in total annual operations with no significant impact on air operations.</p> <p>No significant impact would occur from aircraft mishaps or mishap response and no significant safety impacts from operational training actions would be expected for NAS Whidbey Island airfield airspace.</p>	<p>No modifications or additions to the current airspace are proposed. Therefore, there would be no significant impact on airfields and airspace.</p> <p>No change in types of flight operations or flight tracks. An approximately 3.1% increase in total annual operations with no significant impact on air operations.</p> <p>No significant impact would occur from aircraft mishaps or mishap response and no significant safety impacts from operational training actions would be expected for NAS Whidbey Island airfield airspace.</p>	<p>No modifications or additions to the current airspace are proposed. Therefore, there would be no significant impact on airfields and airspace.</p> <p>No change in types of flight operations or flight tracks. An approximately 3.1% increase in total annual operations with no significant impact on air operations.</p> <p>No significant impact would occur from aircraft mishaps or mishap response and no significant safety impacts from operational training actions would be expected for NAS Whidbey Island airfield airspace.</p>
<p>Noise</p>	<p>No change from baseline conditions. No significant impact on the existing noise environment.</p>	<p>No impact due to the reduction in the overall extent of the day-night level (DNL) noise zones, which would result in an overall decrease in the population within the &gt;65 decibel (dB) DNL noise zones. Because of the decrease in population and land area within the less than 65 DNL noise zone, there would be no significant impacts.</p> <p>Minor increase in construction-related noise associated with construction; temporary for duration of projects and localized. No</p>	<p>No impact due to the reduced DNL noise contours, which would result in a decrease in the population exposed within the &gt;65 dB DNL noise zones. The noise exposure generated by the proposed action would decrease compared to baseline conditions; therefore, there would be no significant impact.</p> <p>Minor increase in construction-related noise associated with construction; temporary for duration of projects and localized.</p>	<p>No impact due to the reduced DNL noise contours, which would result in a decrease in the population exposed within the &gt;65 dB DNL noise zones. Minor beneficial impact on the noise environment in the vicinity of NAS Whidbey Island and therefore no significant impact.</p> <p>Minor increase in construction-related noise associated with construction; temporary for duration of projects and localized. No significant impact on the</p>

**Table 2-4 Comparison of Environmental Consequences**

Resource	No Action Alternative	Alternative 1	Alternative 2	Alternative 3
		significant impact on the existing noise environment.	No significant impact on the existing noise environment.	existing noise environment.
Land Use	No change in installation land use, regional land use, or land use compatibility. No significant impact.	No significant impact on installation land use, regional land use, or land use compatibility.	No significant impact on installation land use, regional land use, or land use compatibility.	No significant impact on installation land use, regional land use, or land use compatibility.
Air Quality	No change from baseline conditions. No significant impact on air quality	No significant impact on air quality. The annual emissions from temporary construction and the proposed changes in operations are projected to be below 250 tpy for all criteria emissions. Emissions would represent less than 0.25% of total annual mobile source emissions in the region.	No significant impact on air quality. The annual emissions from temporary construction and the proposed changes in operations are projected to be below 250 tpy for all criteria emissions. Emissions would represent less than 0.65% of total annual mobile source emissions in the region.	No significant impact on air quality. The annual emissions from temporary construction and the proposed changes in operations are projected to be below 250 tpy for all criteria emissions. Emissions would represent less than 0.65% of total annual mobile source emissions in the region.
Biological Resources	<b>Special Status Species:</b> No effect on any federally listed species. No increase in noise levels or number of flight operations above baseline conditions; therefore, no change for the marbled murrelet. No effect on marine mammal species or bald eagles. No significant impact on special status species.	<b>Special Status Species:</b> No effect on any federally listed species would result from either construction or changes in flight operations. The changes in flight operations and noise levels may affect, but would not be likely to adversely affect, marbled murrelet in the waters surrounding Whidbey Island. The action would not result in reasonably foreseeable “takes” of marine mammal species or bald eagles; as such, the proposed action would not affect these species. No significant impact on marbled murrelet and no significant impact on other special status species.	<b>Special Status Species:</b> No effect on any federally listed species would result from either construction or changes in flight operations. The changes in flight operations and noise levels may affect, but would not be likely to adversely affect, the marbled murrelet on the waters surrounding Whidbey Island. The action would not result in reasonably foreseeable “takes” of marine mammal species or bald eagles; as such, the proposed action would not affect these species. No significant impact on marbled murrelet and no significant impact on other special status species.	<b>Special Status Species:</b> No effect on any federally listed species would result from either construction or changes in flight operations. The changes in flight operations and noise levels may affect, but would not be likely to adversely affect, the marbled murrelet on the waters surrounding Whidbey Island. The action would not result in reasonably foreseeable “takes” of marine mammal species or bald eagles; as such the proposed action would not affect these species. No significant impact on marbled murrelet and no significant impact on other special status species.

**Table 2-4 Comparison of Environmental Consequences**

Resource	No Action Alternative	Alternative 1	Alternative 2	Alternative 3
Biological Resources <i>(continued)</i>	<b>Wildlife:</b> No change from baseline conditions. No significant impact on wildlife.	<b>Wildlife:</b> The predicted reduction in the geographic extent of noise levels would have no adverse or disruptive impacts on local wildlife populations. No significant impact on wildlife.	<b>Wildlife:</b> The predicted reduction in the geographic extent of noise levels would have no adverse or disruptive impacts on local wildlife populations. No significant impact on wildlife.	<b>Wildlife:</b> The predicted reduction in the geographic extent of noise levels would have no adverse or disruptive impacts on local wildlife populations. No significant impact on wildlife.
	<b>Migratory Birds:</b> No change from baseline conditions. No significant impact on wildlife.	<b>Migratory Birds:</b> The predicted change in noise levels would have no adverse or disruptive impacts on migratory birds. No significant impact on wildlife.	<b>Migratory Birds:</b> The predicted change in noise levels would have no adverse or disruptive impacts on migratory birds. No significant impact on wildlife.	<b>Migratory Birds:</b> The predicted change in noise levels would have no adverse or disruptive impacts on migratory birds. No significant impact on wildlife.
	<b>BASH:</b> No changes in the BASH risk from baseline conditions. Therefore, no significant impact.	<b>BASH:</b> The overall potential for bird/wildlife airstrike is not anticipated to be significantly different. Aircrews would follow procedures outlined in the installation’s Bird/Airstrike Hazard Management Plan; therefore, no significant impact.	<b>BASH:</b> The overall potential for bird/wildlife airstrike is not anticipated to be significantly different. Aircrews would follow procedures outlined in the installation’s Bird/Airstrike Hazard Management Plan; therefore, no significant impact.	<b>BASH:</b> The overall potential for bird/wildlife airstrike is not anticipated to be significantly different. Aircrews would follow procedures outlined in the installation’s Bird/Airstrike Hazard Management Plan; therefore, no significant impact.
Cultural Resources	<b>Architectural Resources:</b> No effect; therefore, no significant impact.	<b>Architectural Resources:</b> No effect; therefore, no significant impact.	<b>Architectural Resources:</b> No effect; therefore, no significant impact.	<b>Architectural Resources:</b> No effect; therefore, no significant impact.
	<b>Archaeological Resources:</b> No effect; therefore, no significant impact.	<b>Archaeological Resources:</b> No effect; therefore, no significant impact.	<b>Archaeological Resources:</b> No effect; therefore, no significant impact.	<b>Archaeological Resources:</b> No effect; therefore, no significant impact.
Water Resources	<b>Surface Water:</b> No change from baseline conditions; therefore, no significant impact.	<b>Surface Water:</b> No significant impacts on surface-water quality. The potential runoff from the addition of 0.2 acre of new impervious surface is anticipated to be retained on-site.	<b>Surface Water:</b> No significant impacts on surface-water quality. The potential runoff from the addition of 0.2 acre of new impervious surface is anticipated to be retained on-site.	<b>Surface Water:</b> No significant impacts on surface-water quality. The potential runoff from the addition of 0.2 acre of new impervious surface is anticipated to be retained on-site.

**Table 2-4 Comparison of Environmental Consequences**

Resource	No Action Alternative	Alternative 1	Alternative 2	Alternative 3
Water Resources (continued)	<b>Groundwater:</b> No change from existing conditions. Therefore, no significant impact.	<b>Groundwater:</b> No significant impact anticipated; best management practices will be employed to prevent potential spills. If any spills were to occur, the contractor would be required to conduct a cleanup immediately in accordance with procedures in OPNAVINST 5100.23G, Navy Safety and Occupational Health Program Manual, NAS Whidbey Island’s Spill Prevention, Control, and Countermeasures Plan, and the air station’s Hazardous Waste Management Plan.	<b>Groundwater:</b> No significant impact anticipated; best management practices will be employed to prevent potential spills. If any spills were to occur, the contractor would be required to conduct a cleanup immediately in accordance with procedures in OPNAVINST 5100.23G, Navy Safety and Occupational Health Program Manual, NAS Whidbey Island’s Spill Prevention, Control, and Countermeasures Plan, and the air station’s Hazardous Waste Management Plan.	<b>Groundwater:</b> No significant impact anticipated; best management practices will be employed to prevent potential spills. If any spills were to occur, the contractor would be required to conduct a cleanup immediately in accordance with procedures in OPNAVINST 5100.23G, Navy Safety and Occupational Health Program Manual, NAS Whidbey Island’s Spill Prevention, Control, and Countermeasures Plan, and the air station’s Hazardous Waste Management Plan.
	<b>Floodplains:</b> No change to baseline conditions; therefore no significant impact.	<b>Floodplains:</b> No significant impact.	<b>Floodplains:</b> No significant impact.	<b>Floodplains:</b> No significant impact.
Socioeconomics	Existing economic conditions would remain unchanged. Therefore, no impact on the regional economy.	Short-term, beneficial impact from construction funds spent on labor and materials purchased in the region. No long-term impacts or significant impacts on the regional economy.	Short-term, beneficial impact from construction funds spent on labor and materials purchased in the region. Long-term beneficial impacts would be minor. No significant impacts on the regional economy.	Short-term, beneficial impact from construction funds spent on labor and materials purchased in the region. Long-term beneficial impacts would be minor. No significant impacts on the regional economy.
Protection of Children	No change from baseline conditions. Therefore, no significant impact.	No new environmental health risks and safety risks that may disproportionately affect children because the proposed action is located exclusively in an industrial-use setting in the access-restricted airfield. Therefore, no significant impact.	No new environmental health risks and safety risks that may disproportionately affect children because the proposed action is located exclusively in an industrial-use setting in the access-restricted airfield. Therefore, no significant impact.	No new environmental health risks and safety risks that may disproportionately affect children because the proposed action is located exclusively in an industrial-use setting in the access-restricted airfield. Therefore, no significant impact.

**Table 2-4 Comparison of Environmental Consequences**

Resource	No Action Alternative	Alternative 1	Alternative 2	Alternative 3
Environmental Justice	No change from baseline conditions. Therefore, no significant impact.	No disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. Therefore, no significant impact.	No disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. Therefore, no significant impact.	No disproportionately high and adverse human health or environmental effects on minority populations and low-income populations. Therefore, no significant impact.
Environmental Management	<b>Hazardous Materials and Waste Management:</b> No change to baseline conditions as all hazardous wastes would continue to be collected, managed, and stored on-site in accordance with NAS Whidbey Island’s guidelines. No significant impact.	<b>Hazardous Materials and Waste Management:</b> No effect on hazardous materials and the waste management program at NAS Whidbey Island. Proposed construction would be completed with the use of minimal, if any, potentially hazardous materials. Any spills would immediately be cleaned up in accordance with environmental regulations. Therefore, no significant impact.	<b>Hazardous Materials and Waste Management:</b> No effect on hazardous materials and waste management program at NAS Whidbey Island. Proposed construction would be completed with the use of minimal, if any, potentially hazardous materials. Any spills would immediately be cleaned up in accordance with environmental regulations. Therefore, no significant impact.	<b>Hazardous Materials and Waste Management:</b> No effect on hazardous materials and waste management program at NAS Whidbey Island. . Proposed construction would be completed with the use of minimal, if any, potentially hazardous materials. Any spills would immediately be cleaned up in accordance with environmental regulations. Therefore, no significant impact.
	<b>Installation Restoration Program Sites:</b> No change in ongoing remedial activities at NAS Whidbey Island. No significant impact.	<b>Installation Restoration Program Sites:</b> No significant impact.	<b>Installation Restoration Program Sites:</b> No significant impact.	<b>Installation Restoration Program Sites:</b> No significant impact.

Key:

- BASH = Bird/Wildlife Aircraft Strike Hazard
- dB = decibels
- DNL = day/night average sound level
- NAS = Naval Air Station
- PCB = polychlorinated biphenyl
- SPCC = spill prevention, control, and countermeasures

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