



# Naval Air Station Whidbey Island

*Presented to:*  
**Washington State Transportation Commission**  
**15 November 2022**



# Aircraft Platforms



## Commander Electronic Attack Wing

Aircraft - EA-18G Growler

8 VAQ Carrier Squadrons (1 assigned FDNF)

6 VAQ Expeditionary Squadrons

1 VAQ FRS

1 VAQ Reserve Squadron

## Commander Patrol and Reconnaissance Wing Ten

Aircraft – P-8A and EP-3

6 VP Squadrons

1 VP Reserve Squadron

1 VQ Squadron (transitioning to VUP MCS in 2025)



## NAS Whidbey Island

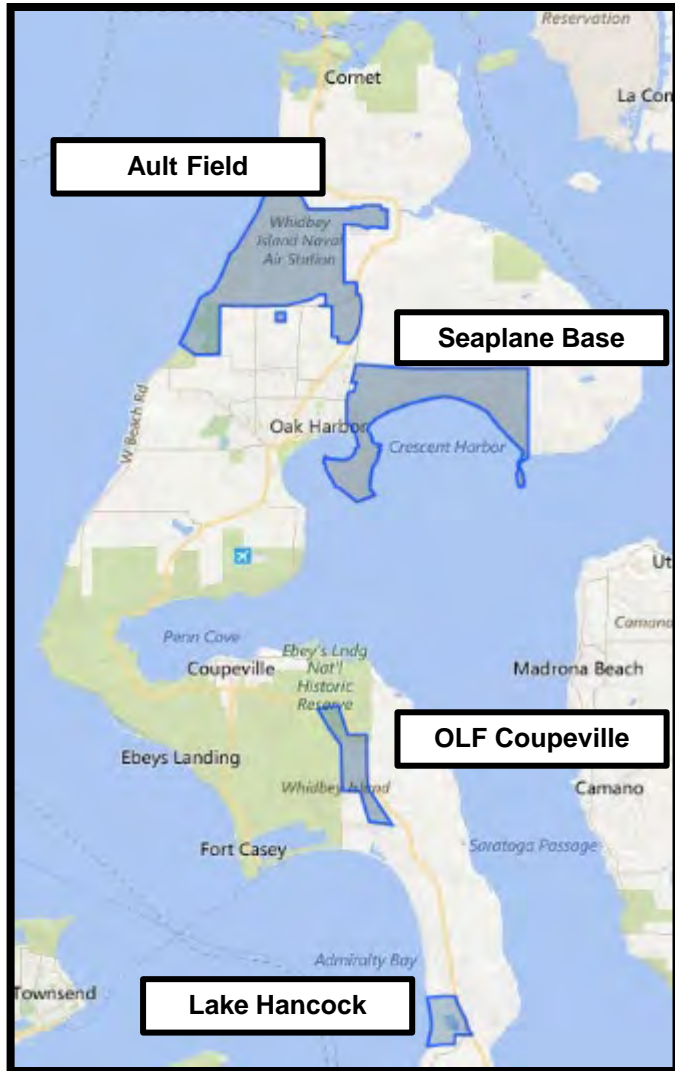
Aircraft – C-40 and MH-60

1 VR Squadron

1 SAR unit



# Population and Economic Impact



**Working Base Population: 11,100**

- 9,000 Military
- 2,100 Gov't Civilians / Contractors

**Family Members and Veterans: 19,194**

- 8,925 Military Dependents
- 4,048 Local Veterans (\$77M Retirement)
- 6,221 Veteran Family Members

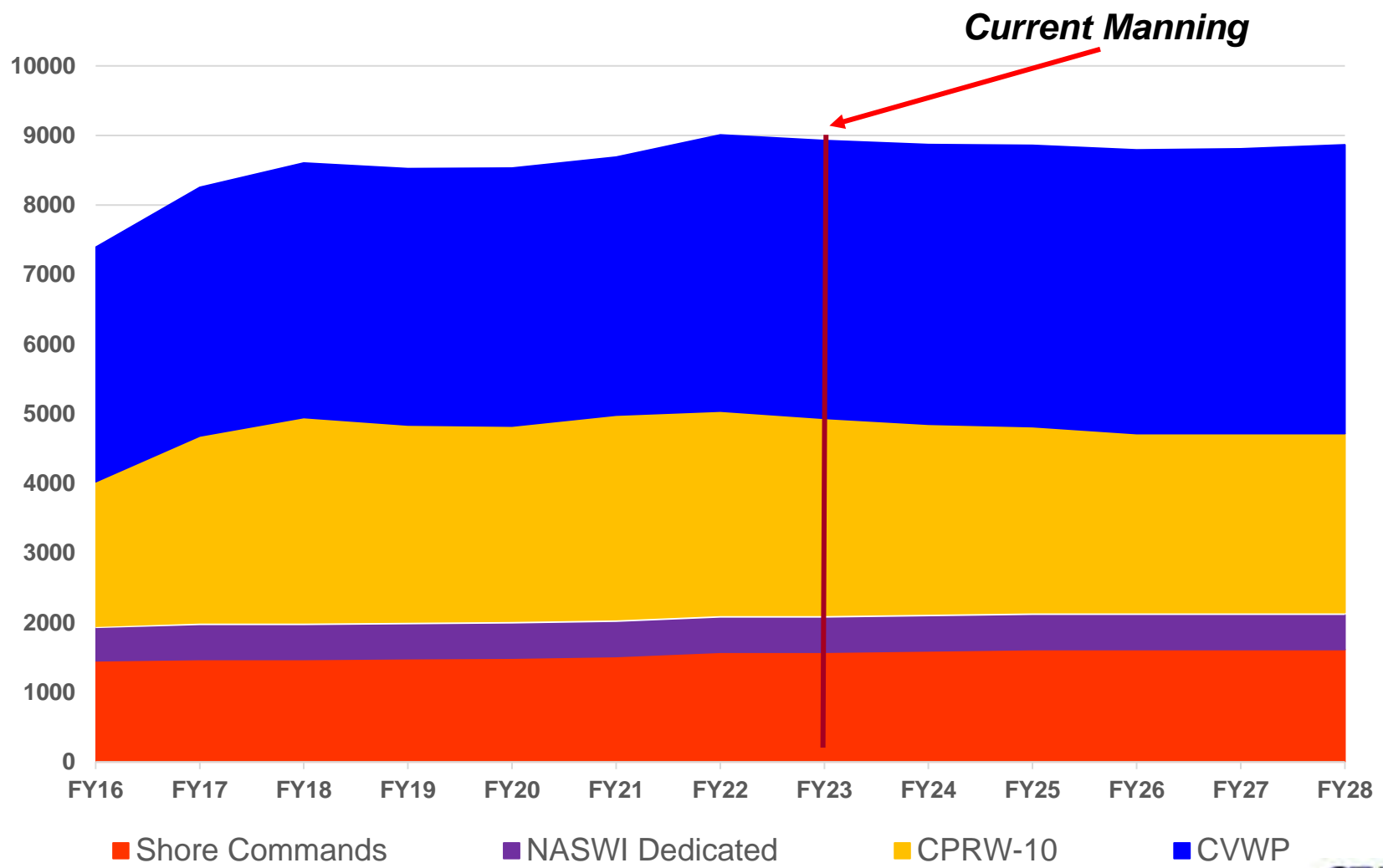
**Plant Replacement Value: \$4.76 Billion**

- Area: 71,466 Acres
- Facilities Structures
  - Infrastructure: 638
  - Housing: 1,492 base PPV homes
- Runways: 3 (2 at Ault Field, 1 at OLF)

**Economic Impact: Over \$1 Billion**



# Population Projections

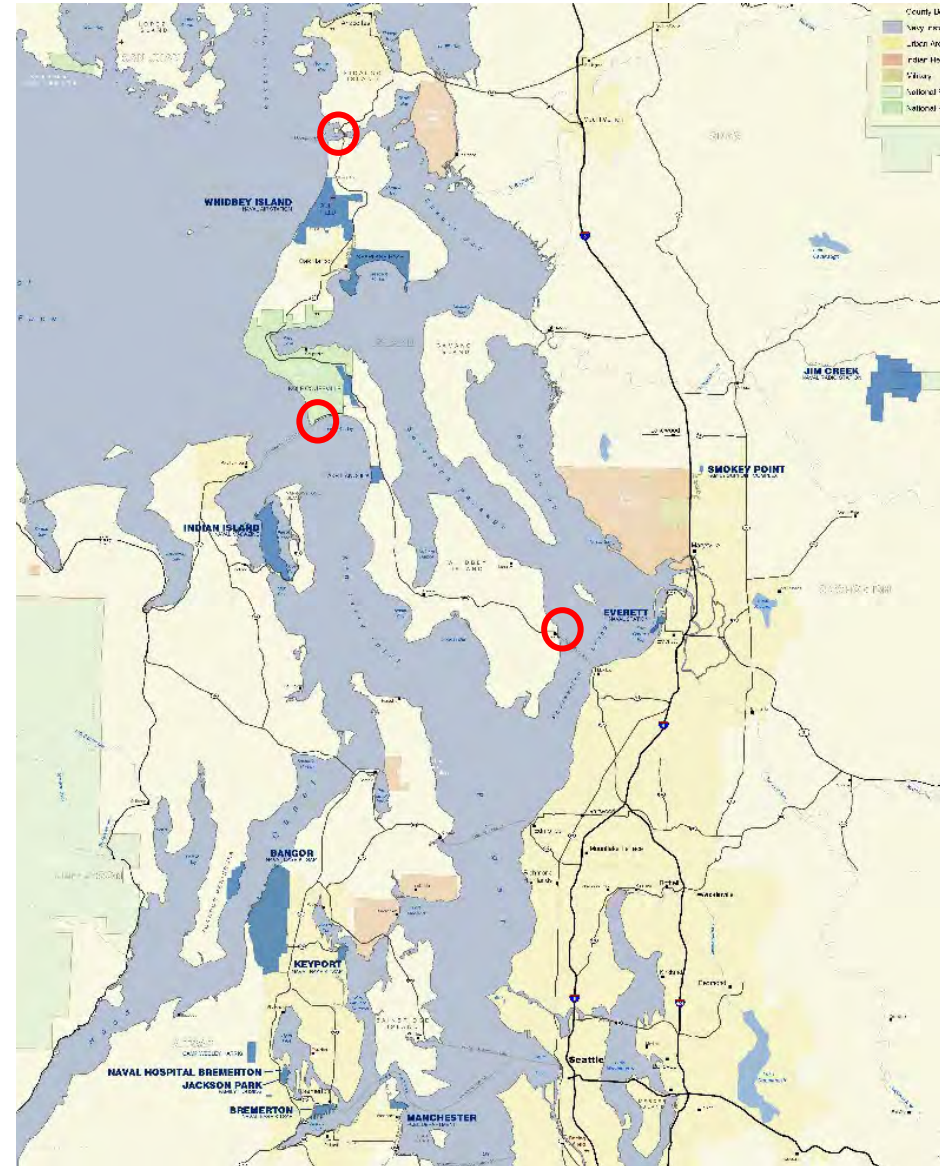




# Naval Presence in Puget Sound



- In 1999 all the Naval installations in the Pacific Northwest were centralized into a regional command structure under Navy Region Northwest. Current jurisdiction over AK, WA, OR, ID, MT, WY, ND, SD, NE, MN, and IA.
- Naval Base Kitsap/Bangor is home of the Regional Headquarters and installations report to leadership there.
- Travel connections between the various installations as well as to and from Bangor.
  - Over 20K military personnel
  - Over 19K civilian personnel
  - Approximately 40K family members
  - Approximately 35K Navy retirees
- The Naval presence in the Puget Sound is a significant economic contributor to Washington State with over \$10.7 billion in annual spending.
- Maintaining and enhancing the transportation connections to all Naval installations within Puget Sound is important.

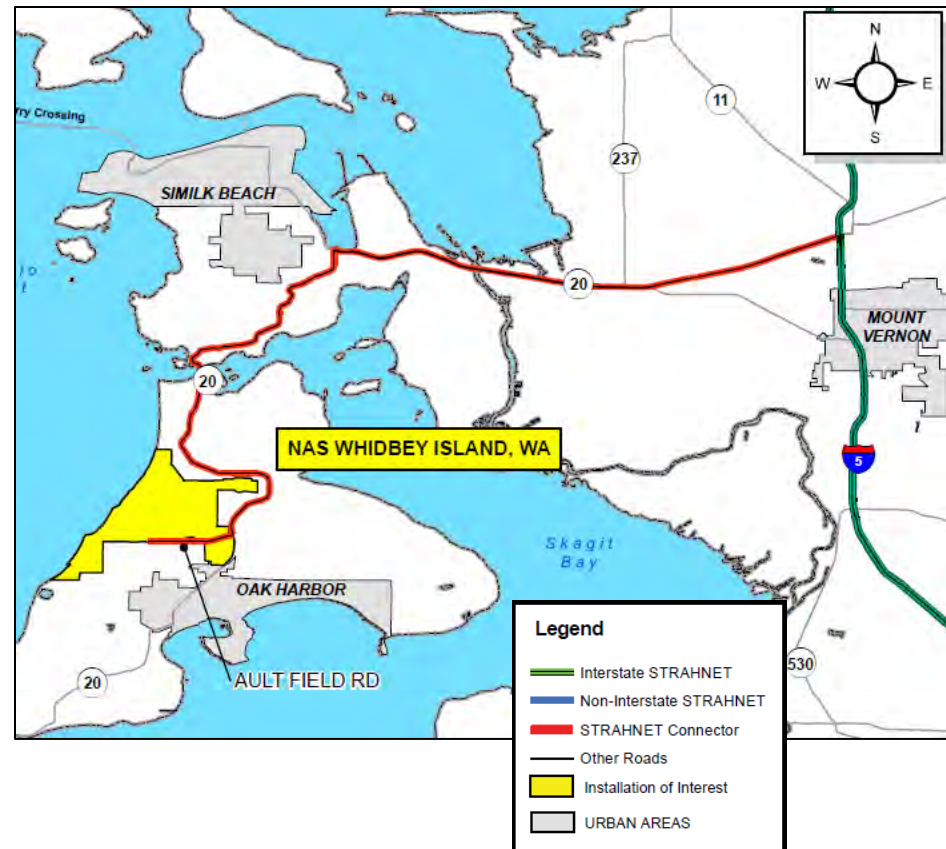




# NAS Whidbey Island Connectivity



- All installation support shipping comes via the bridge and two ferries.
- Region highways are part of the Strategic Highway Network (STRAHNET).  
*“Designation given to roads that provide ‘defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.’”*
- Some military logistics support comes via airlift.
- Housing availability issues are generating longer commutes off island.
- Maintaining the limited transportation connections for Whidbey Island is imperative for the air station and the role it plays in overall national security.





# AICUZ Study

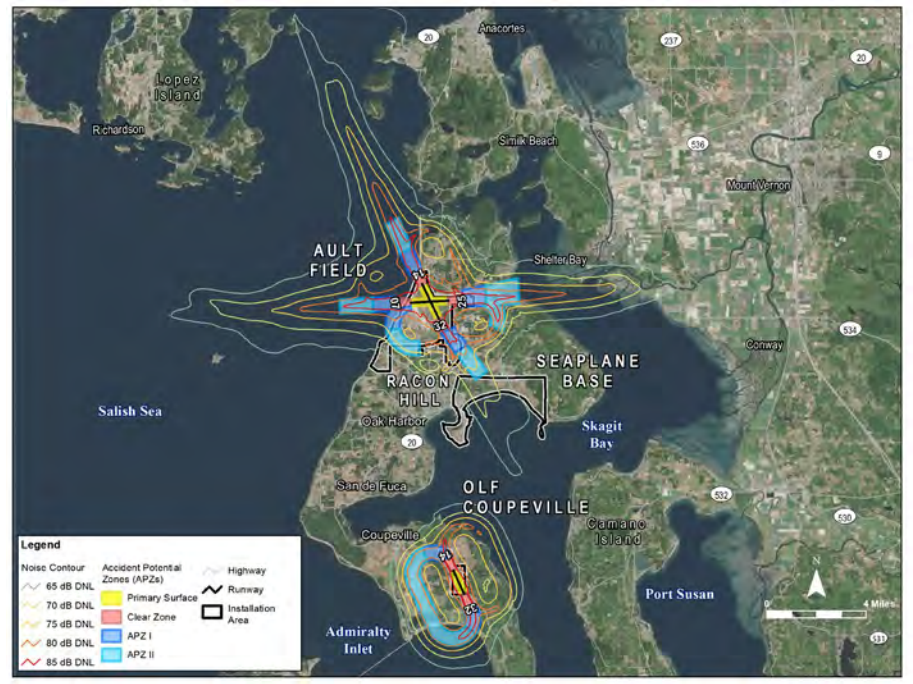


Air Installations Compatible Use Zones Study for  
NAVAL AIR STATION WHIDBEY ISLAND, AULT FIELD  
AND OUTLYING LANDING FIELD COUPEVILLE

Final - January 2021



The primary goal of the Air Installations Compatible Use Zones (AICUZ) Program is *to achieve compatibility between air installations and the community by encouraging compatible land uses that safeguard the installation's operational capabilities.*





# Aircraft Sound Monitoring Study



- NAS Whidbey Island:
  - Ault Field and OLF – 11 sites, 4 sessions
  - Olympic National Park – 1 site, 365 days continuous
- Real-Time Sound Monitoring
  - 12 sites total over a 12-month period
  - Captured high, medium, and low aircraft activity
  - Measured sound around flight paths, airfields & training areas
  - 1<sup>st</sup> monitoring period: 13-19 DEC 2020
  - 2<sup>nd</sup> period: 28 MAR-3 APR 2021
  - 3<sup>rd</sup> period: 6-12 JUN 2021
  - 4<sup>th</sup> period: 8-14 AUG 2021
- Study Goals and Results
  - Compared monitored sound levels with established DoD noise models
  - Determined noise models operate as intended
  - Recommended operational data collection improvements in the modeling process
  - Shared results with the public







# ***Contact Information***

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**Thank you for your time!**