



OLF COUPEVILLE MEETS NAVY AND DOD GUIDELINES FOR SAFE USE

OLF Coupeville meets intended criteria for FCLP operations

OLF Coupeville has been and will continue to be safe for the operations the Navy conducts there.

Over time, airfield planning criteria has been standardized and refined with improvements with respect to the runway construction design standards as well as the aircraft performance specifications. Each of the military services has different runway width and length definitions. Today, Navy runway criteria is primarily based on UFC 3-260-01 and UFC 2-000-05N (also known as NAVFAC P-80 manual). OLF is defined as a Class B runway for the purposes of defining APZs for the AICUZ program. Class B runways are primarily intended for high-performance aircraft. Runway length is based on the runway use for the accommodated aircraft and its primary mission. Based on today's planning criteria, OLF Coupeville runway pavements have sufficient length to support the minimum take-off and the maximum landing distances for the EA-18G aircraft and other similar high-performance aircraft departing from a full-stop or arriving to a full-stop landing. It should be noted that the OLF is used primarily for field carrier landing practice, and with a lack of support services, aircraft do not come to a full stop on its runway pavements. Should an emergency arise, pilots have the option to divert to Ault Field or to use arresting gear at OLF Coupeville.

OLF Coupeville buffer zone

There is no requirement for a buffer zone around Navy airfields.



There is no policy or instruction for buffer zone requirements outside of the AICUZ identified zones. However, through Federal, State, and local parks, along with Readiness and Environmental Protection Integration (REPI) partnerships, about 1,800 acres around the conceptual APZs at OLF Coupeville are protected low density development. This doesn't include the efforts by local government planning which through zoning has kept much of the area around OLF Coupeville compatible.

Ault Field and OLF runway compatibility

Ault Field meets the standards for all Navy aircraft operations. OLF Coupeville, like some other Naval Air Stations, is necessary for Field Carrier Landing Practice as Ault Field does not have parallel runways.

Per the 2007 EA-18G Facilities Site Evaluation Report for NASWI the runways at Ault Field are adequate in length and width to support EA-18G aircraft operations within specific guidelines provided by the EA-18G NATOPS Flight Manual. Dual runways are not required for EA-18G operations at Ault Field.

Ault Field has intersecting runways and it does perform FCLPs when flight operations allow. OLF Coupeville is a sufficiently configured outlying field under NAVAIR waivers for FCLP operations. The NASWI complex has proven to meet the operational requirements for the EA-18G and therefore is not a safety concern for aviators and residents as is stated in the Growler EIS.