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3.12 PUBLIC HEALTH AND SAFETY

PUBLIC HEALTH AND SAFETY SYNOPSIS

The United States Department of the Navy considered all potential stressors and the following have been analyzed for public health and safety:

- Underwater energy
- In-air energy
- Physical interactions
- Secondary stressors from sediment and water quality changes

Preferred Alternative

Because of the Navy's standard operating procedures, impacts on public health and safety would be unlikely.

3.12.1 INTRODUCTION AND METHODS

3.12.1.1 Introduction

This section analyzes potential impacts on public health and safety within the Hawaii-Southern California Training and Testing (HSTT) Study Area (Study Area). Unlike military training and testing activities conducted within the boundaries of a fenced-land installation, public access to ocean areas or to the overlying airspace cannot be physically controlled. The United States (U.S.) Department of the Navy (Navy) coordinates use of these areas through the scheduling of activities, and issues warnings and notices to the public prior to conducting potentially hazardous activities (Section 3.12.2.2). Sensitivity to public health and safety concerns within the Study Area is heightened in areas where the public may be close to certain activities (e.g., pierside testing or littoral training).

Generally, the greatest potential for a proposed activity to affect the public is near the coast because that is where public activities are concentrated. These coastal areas could include dive sites or other recreational areas where the collective health and safety of groups of individuals that could be exposed to the hazards of training and testing would be of concern. Most commercial and recreational marine activities are close to the shore, and are usually limited by the capabilities of the boat used. Commercial and recreational fishing may extend as far as 100 nautical miles (nm) from shore, but are concentrated near the coast.

3.12.1.2 Methods

Baseline public health and safety conditions were derived from the current training and testing activities in the Southern California (SOCAL) Range Complex and the Hawaii Range Complex (HRC). The No Action Alternative does not include the Transit Corridor of the Study Area (Chapter 2). Existing procedures for assuring public health and safety and other elements of the baseline (e.g., restricted areas) were derived from federal regulations, Department of Defense (DoD) directives, and Navy instructions for training and testing. The directives and instructions provide specifications for mission planning and execution that describe criteria for public health and safety considerations. These directives and instructions include criteria for public health and safety considerations for training and testing planning and execution.

The alternatives were evaluated based on two factors: the potential for a training or testing activity to impact public health and safety and the degree to which those activities could have an impact. The likelihood that the public would be near a training or testing activity determines the potential for exposure to the activity. If the potential for exposure exists, the degree of the potential impacts on public health and safety, including increased risk of injury or loss of life, is determined. If the potential for exposure were zero, then public health and safety would not be affected. Isolated incidents and other conditions that affect single individuals, although important for safety awareness, may not rise to the level of a public health or safety issue, and are not considered in this assessment (i.e., airborne noise effects are not addressed in this section).

3.12.2 AFFECTED ENVIRONMENT

3.12.2.1 Overview

Military, commercial, institutional, and recreational activities take place simultaneously in the Study Area (Figure 3.12-1), and have coexisted safely for decades. These activities coexist because established rules and practices lead to safe use of the waterway and airspace. The following paragraphs briefly discuss the rules and practices for recreational, commercial, and military use in sea surface areas and airspace.



Figure 3.12-1: Simultaneous Activities within the Hawaii-Southern California Training and Testing Study Area

3.12.2.1.1 Sea Space

Most of the sea space in the Study Area is accessible to recreational and commercial activities. However, some activities are prohibited or restricted in certain areas (e.g., danger zones and restricted areas) in accordance with Title 33 Code of Federal Regulations, Part 334 (Danger Zone and Restricted Area Regulations). These restrictions can be permanent or temporary. Nautical charts issued by the National Oceanic and Atmospheric Administration include these federally designated zones and areas. Operators of recreational and commercial vessels have a duty to abide by maritime regulations administered by the United States (U.S.) Coast Guard.

In accordance with Title 33 Code of Federal Regulations 72 (Aids to Navigation), the U.S. Coast Guard and the Department of Homeland Security inform private and commercial vessels about temporary closures via Notices to Mariners. These Notices provide information about durations and locations of closures because of activities that are hazardous to surface vessels. Broadcast notices on maritime frequency radio, weekly publications by the appropriate U.S. Coast Guard Navigation Center, and global positioning system navigation charts disseminate these navigational warnings.

3.12.2.1.2 Airspace

Most of the airspace in the Study Area is accessible to general aviation (recreational, private, corporate) and commercial aircraft. Like waterways, however, some areas are temporarily off limits to civilian and commercial use. The Federal Aviation Administration has established Special Use Airspace - airspace of defined dimensions wherein activities must be confined because of their nature or wherein limitations may be imposed upon aircraft operations that are not part of those activities (Federal Aviation Administration 2011). Special Use Airspace in the Study Area includes:

- **Restricted Airspace:** Areas where aircraft are restricted because of unusual (often invisible) hazards to aircraft (e.g., release of ordnance). Some areas are under strict control of the DoD, and some are shared with nonmilitary agencies.
- **Military Operations Areas:** Areas typically below 18,000 feet (ft.) used to separate certain nonhazardous military flight activities from instrument flight rules traffic and to identify visual flight rules traffic where these activities are conducted.
- **Warning Areas:** Areas of defined dimensions, beyond three nm from the coast of the United States, which warn nonparticipating aircraft of potential danger.
- **Air Traffic Controlled Assigned Airspace:** Airspace that is Federal Aviation Administration-defined and is not over an existing operating area. This airspace is used to contain specified activities, such as military flight training, that are segregated from other instrument flight rules air traffic.

Notices to Airmen are created and transmitted by government agencies and airport operators to alert aircraft pilots of any hazards en route to or at a specific location. The Federal Aviation Administration issues Notices to Airmen to disseminate information on upcoming or ongoing military exercises with airspace restrictions. Civilian aircraft are responsible for being aware of restricted airspace and any Notices to Airmen that are in effect. Pilots have a duty to abide by aviation rules as administered by the Federal Aviation Administration.

Weather conditions dictate whether aircraft (general aviation, commercial, or military) can fly under visual flight rules, or whether instrument flight rules are required. Under visual flight rules, the weather is favorable and the pilot is required to remain clear of clouds by specified distances to ensure separation from other aircraft under the concept of see and avoid. Pilots flying under visual flight rules must be able to see outside of the cockpit, control the aircraft's attitude, navigate, and avoid obstacles and other aircraft based on visual cues. Pilots flying under visual flight rules assume responsibility for their separation from all other aircraft, and are generally not assigned routes or altitudes by air traffic control.

During unfavorable weather, pilots must follow instrument flight rules. Factors such as visibility, cloud distance, cloud ceilings, and weather phenomena cause visual conditions to drop below the minimums required to operate by visual flight referencing. Instrument flight rules are the regulations and restrictions a pilot must comply with when flying in weather conditions that restrict visibility. Pilots can

fly under instrument flight rules in visual flight rules weather conditions; however, pilots cannot fly under visual flight rules in instrument flight rules weather conditions.

3.12.2.2 Safety and Inspection Procedures

During training and testing, Navy policy is to ensure the safety and health of personnel and the general public (U.S. Department of the Navy 2011c). The Navy achieves these conditions by considering a location when planning activities, scheduling and notifying potential users of an area, and ensuring that an area is clear of nonparticipants. The Navy also has a proactive and comprehensive program of compliance with applicable standards and implementation of safety management systems.

As previously stated, the greatest potential for a training or testing activity to affect the public is in coastal areas because of the concentration of public activities. When planning a training or testing event, the Navy considers proximity of the activity to public areas in choosing a location. Important factors considered include the ability to control access to an area; schedule (time of day, day of week); frequency, duration, and intensity of activities; range safety procedures; operational control of activities or events; and safety history.

The Navy's Fleet Area Control and Surveillance Facilities actively manage assigned airspace, operating areas, ranges, and training and testing resources to enhance combat readiness of U.S. Pacific Fleet units. The Navy schedules activities through the Fleet Area Control and Surveillance Facilities, which coordinate air and surface use of the operating areas (OPAREAs) with the Federal Aviation Administration and the U.S. Coast Guard, which issue Notices to Airmen and Notices to Mariners, respectively.

During training and testing activities in the Study Area, the Navy ensures that the appropriate safety zone is clear of non-participants before engaging in certain activities, such as firing weapons. Inability to obtain a "clear range" could cause an event to be delayed, cancelled, or relocated. Navy procedures ensure public safety during Navy activities that otherwise could harm nonparticipants. Navy practices employ the use of sensors and other devices (e.g., radar) to ensure public health and safety while conducting training and testing activities. The following subsections outline the current requirements and practices for human safety as they pertain to range safety procedures, range inspection procedures, exercise planning, and scheduling and coordinating procedures for the Navy.

Training activities comply with Fleet Area Control and Surveillance Facility procedures. Fleet Area Control and Surveillance Facilities San Diego and Hawaii have published safety procedures for activities on the offshore and nearshore areas (U.S. Department of the Navy 2011a, b). These guidelines (and others) apply to range users, as follows:

- Navy personnel are responsible for ensuring that impact areas and targets are clear before commencing hazardous activities.
- The use of underwater ordnance must be coordinated with submarine operational authorities. The coordination also applies to towed sound navigation and ranging (sonar) arrays and torpedo decoys.
- Aircraft or vessels expending ordnance shall not commence firing without permission of the Range Safety Officer for their specific range area.
- Firing units and targets must remain in their assigned areas, and units must fire in accordance with current safety instructions.

- Aircraft carrying ordnance to or from ranges shall avoid populated areas to the maximum extent possible.
- Strict on-scene procedures include the use of ship sensors, visual surveillance of the range from aircraft and range safety boats, and radar and acoustic data to confirm the firing range and target area are clear of civilian vessels, aircraft, or other nonparticipants.

Testing activities have their own comprehensive safety planning instructions (U.S. Department of the Navy 2008b, 2009). These instructions provide guidance on how to identify the hazards, assess the potential risk, analyze risk control measures, implement risk controls, and review safety procedures. They apply to all testing activities including ground, waterborne, and airborne testing activities involving personnel, aircraft, inert minefields, equipment, and airspace. The guidance applies to system program managers, program engineers, test engineers, test directors, and aircrews that are responsible for incorporating safety planning and review when conducting test programs.

The following safety and inspection procedures are implemented for training activities. Each commanding officer is responsible for implementing safety and inspection procedures for activities inside and outside established ranges. In the absence of specific guidance on matters of safety, the Navy follows the most prudent course of action. The following section contains information on the Navy's program of compliance with applicable standards and implementation of safety management systems.

3.12.2.2.1 Aviation Safety

Navy procedures on planning and managing Special Use Airspace are provided in Chief of Naval Operations Instruction 3770.2K, *Airspace Procedures and Planning Manual* (U.S. Department of the Navy 2007). Scheduling and planning procedures for air operations on range complexes are issued through the Navy's Fleet Area Control and Surveillance Facilities San Diego and Hawaii (U.S. Department of the Navy 2011b). Testing ranges have their own procedures for aviation safety, like the Naval Surface Warfare Center Instruction (U.S. Department of the Navy 2008b) and Naval Undersea Warfare Center Division Instruction (U.S. Department of the Navy 2009).

Aircrews involved in a training or testing exercise must be aware that nonparticipating aircraft and ships are not precluded from entering the area and may not comply with Notices to Airmen or Notices to Mariners. Aircrews are required to maintain a continuous lookout for nonparticipating aircraft while operating in warning areas under visual flight rules. In general, aircraft carrying ordnance are not allowed to fly over surface vessels.

3.12.2.2.2 Submarine Navigation Safety

Submarine crews use various methods to avoid collisions while they are surfaced, including visual and radar scanning, acoustic depth finders, and state-of-the-art satellite navigational systems. When transiting submerged, submarines use all available ocean navigation tools, including inertial navigation charts that calculate position based on the submerged movements of the submarine. Areas with surface vessels can then be avoided to protect both the submarines and surface vessels.

3.12.2.2.3 Surface Vessel Navigational Safety

The Navy practices the fundamentals of safe navigation. While in transit, Navy surface vessel operators are alert at all times, use extreme caution, use state-of-the-art satellite navigational systems, and are trained to take proper action if there is a risk. Surface vessels are also equipped with trained and qualified Navy Lookouts. Individuals trained as lookouts have the necessary skills to detect objects or activity in the water that could be a risk for the vessel.

For specific testing activities, like unmanned surface vehicle testing, a support boat would be used near the testing to ensure safe navigation. Before firing or launching a weapon or radiating a non-eyesafe laser, Navy surface vessels are required to determine that all safety criteria have been satisfied. When applicable, the surface vessel would use aircraft and other boats to aid in navigation. In accordance with Navy instructions presented in this chapter, safety and inspection procedures ensure public health and safety.

3.12.2.2.4 Sound Navigation and Ranging Safety

Surface vessels and submarines may use active sonar in the pierside locations listed in Chapter 2 and during transit to the training or testing exercise location. To ensure safe and effective sonar use, the Navy applies the same safety procedures for pierside sonar use as described in Section 3.12.2.2, Safety and Inspection Procedures.

Naval Sea Systems Command Instruction 3150.2, Appendix 1A, *Safe Diving Distances from Transmitting Sonar*, is the Navy's governing document for protecting divers during active sonar use (U.S. Department of the Navy 1999). This instruction provides procedures for calculating safe distances from active sonar. These procedures are derived from experimental and theoretical research conducted at the Naval Submarine Medical Research Laboratory and the Navy Experimental Diving Unit. Safety distances vary based on conditions that include diver attire type of sonar, and duration of time in the water. Some safety procedures include on-site measurements during testing activities to identify an exclusion area for nonparticipating swimmers and divers.

3.12.2.2.5 Electromagnetic Energy Safety

All frequencies (or wavelengths) of electromagnetic energy are referred to as the electromagnetic spectrum, and include electromagnetic radiation and radio frequency radiation. Communications and electronic devices such as radar, electronic warfare devices, navigational aids, two-way radios, cell phones, and other radio transmitters produce electromagnetic radiation. While such equipment emits electromagnetic energy, some of these systems are the same as, or similar to, civilian navigational aids and radars at local airports and television weather stations. Radio waves and microwaves emitted by transmitting antennas are a form of electromagnetic energy collectively referred to as radio frequency radiation. Radio frequency energy includes frequencies ranging from 0 to 3,000 gigahertz. Exposure to radio frequency energy of sufficient intensity at frequencies between 3 kilohertz and 300 gigahertz can adversely affect people, ordnance, and fuel.

To avoid excessive exposures to electromagnetic energy, military aircraft are operated in accordance with standard operating procedures that establish minimum separation distances between electromagnetic energy emitters and people, ordnance, and fuels (U.S. Department of Defense 2009). Thresholds for determining hazardous levels of electromagnetic energy to humans, ordnance, and fuel have been determined for electromagnetic energy sources based on frequency and power output, and current practices are in place to protect the public from electromagnetic radiation hazards (U.S. Department of Defense 2002, 2009). These procedures include setting the heights and angles of electromagnetic energy transmissions to avoid direct exposure, posting warning signs, establishing safe operating levels, activating warning lights when radar systems are operational, and not operating some platforms that emit electromagnetic energy within 15 nm of shore. Safety planning instructions provide clearance procedures for nonparticipants in operational areas prior to conducting training (U.S. Department of the Navy 2011a, b) and testing (U.S. Department of the Navy 2008b, 2009) activities that involve underwater electromagnetic energy (e.g., mine warfare).

Mine warfare devices are analyzed under other resource topics in this Environmental Impact Statement (EIS)/Overseas Environmental Impact Statement (OEIS) because they emit electromagnetic energy. The electromagnetic effects of mine warfare devices are very local, however, unlike radars and radios. Measures to avoid public interaction with mine warfare devices are effective in protecting the public from these effects.

3.12.2.2.6 Laser Safety

Lasers produce light energy. The Navy uses tactical lasers for precision range finding, as target designation and illumination devices for engagement with laser-guided weapons, and for mine detection and mine countermeasures. Laser safety procedures for aircraft require an initial pass over the target prior to laser activation to ensure that target areas are clear. The Navy observes strict precautions, and has written instructions in place for laser users to ensure that nonparticipants are not exposed to intense light energy. During actual laser use, aircraft run-in headings are restricted to avoid unintentional contact with personnel or nonparticipants. Personnel participating in laser training activities are required to complete a laser safety course (U.S. Department of the Navy 2008a).

3.12.2.2.7 High-Explosive Ordnance Detonation Safety

Pressure waves from underwater detonations can pose a physical hazard in surrounding waters. Before conducting an underwater training or testing activity, Navy personnel establish an appropriately sized exclusion zone to avoid exposure of nonparticipants to the harmful intensities of pressure. Naval Sea Systems Command Instruction 3150.2, Chapter 2, *Safe Diving Distances from Transmitting Sonar*, provides procedures for determining safe distances from underwater explosions (U.S. Department of the Navy 1999). In accordance with training and testing procedures for safety planning related to detonations (see Section 3.12.2.2.8), the Navy uses the following general and underwater detonation procedures:

- Navy personnel are responsible for ensuring that impact areas and targets are clear before commencing hazardous activities.
- The use of underwater ordnance must be coordinated with submarine operational authorities.
- Aircraft or vessels expending ordnance shall not commence firing without permission of the Range Safety Officer or Test Safety Officer for their specific range area.
- Firing units and targets must remain in their assigned areas, and units must fire in accordance with current safety instructions.
- Detonation activities will be conducted during daylight hours.

3.12.2.2.8 Weapons Firing and Ordnance Expenditure Safety

In accordance with safety and inspection procedures (U.S. Department of the Navy 2011b), any unit firing or expending ordnance shall ensure that all possible safety precautions are taken to prevent accidental injury or property damage. The Officer Conducting the Exercise shall permit firing or jettisoning of aerial targets only when the area is confirmed to be clear of nonparticipating units, both civilian and military.

Safety is a primary consideration for all training and testing activities. The range must be able to safely contain the hazard area of the weapons and equipment employed. The hazard area is based on the size and net explosive weight of the weapon. The type of activity determines the size of the buffer zone. For activities with a large hazard area, special sea and air surveillance measures are implemented to ensure that the area is clear before activities commence. Before aircraft can drop ordnance, they are required

to make a preliminary pass over the intended target area to ensure that it is clear of boats, divers, or other nonparticipants. Aircraft carrying ordnance are not allowed to fly over surface vessels.

Training and testing activities are delayed, moved, or cancelled if there is a question about the safety of the public. Target areas must be clear of nonparticipants before conducting training and testing. When using ordnance with flight termination systems (which terminate the flight of airborne missiles or launch vehicles when they veer from their targeted path), the Navy is required to follow standard operating procedures to ensure public health and safety. In those cases where a weapons system does not have a flight termination system, the size of the target area that needs to be clear of nonparticipants is based on the flight distance of the weapon plus an additional distance beyond the system's performance capability.

3.12.3 ENVIRONMENTAL CONSEQUENCES

This section evaluates how and to what degree the activities described in Chapter 2 (Description of Proposed Action and Alternatives) could impact public health and safety. In this section, each public health and safety stressor is introduced, analyzed by alternative, and analyzed for training activities and testing activities. Tables 2.8-1 through 2.8-5 present the baseline and proposed training and testing activity locations for each alternative (including the number of events and ordnance expended). Tables F-1 and F-2 in Appendix F describes all of the warfare areas and associated stressors that were considered for analysis of public health and safety. The stressors vary in intensity, frequency, duration, and location within the Study Area. The stressors applicable to public health and safety are:

- underwater energy
- in-air energy
- physical interactions

Alternatives 1 and 2 include an expansion of the Study Area and pier-side training areas, as described in Chapter 2, Description of the Proposed Action and Alternatives. Alternatives 1 and 2 would adjust locations and tempo of training and testing activities, but existing safety procedures and standard operating procedures would be employed such that no new or additional impacts to public health and safety would occur. Therefore, the Study Area expansion will not be addressed in the analysis below.

Potential public health and safety impacts were evaluated assuming continued implementation of the Navy's current safety procedures for each training and testing activity or group of similar activities. Generally, the greatest potential for the proposed activities to be co-located with public activities would be in coastal areas because most commercial and recreational activities occur close to the shore.

Training and testing activities in the Study Area are conducted in accordance with guidance provided in Fleet Area Control and Surveillance Facility Instructions (U.S. Department of the Navy 2011a,b) and Test and Safety Planning Instructions (U.S. Department of the Navy 2008b, 2009). These instructions provide operational and safety procedures for all normal range events. They also provide information to range users that is necessary to operate safely and avoid affecting nonmilitary activities such as shipping, recreational boating, diving, and commercial or recreational fishing. Ranges are managed in accordance with standard operating procedures that ensure public health and safety. Current requirements and practices (e.g., standard operating procedures) designed to prevent public health and safety impacts are identified in Chapter 5, Standard Operating Procedures, Mitigation, and Monitoring.

3.12.3.1 Underwater Energy

Underwater energy can come from acoustic sources or from electromagnetic devices. Active sonar, underwater explosions, airguns, and vessel movements all produce underwater acoustic energy. Sound will travel from air to water during aircraft overflights. Electromagnetic energy can enter the water from mine warfare training devices and from unmanned underwater systems. The potential for the public to be exposed to these stressors would be limited to individuals, such as recreational swimmers or self-contained underwater breathing apparatus (SCUBA) divers, that are underwater and within unsafe proximity of a training or testing event.

Many of the proposed activities generate underwater acoustic energy; however, not all sources rise to the level of consideration in this EIS/OEIS. Swimmers or divers might intermittently hear ship noise or underwater acoustic energy from aircraft overflights if they are near a training or testing event, but public health and safety would not be affected because these events would be infrequent and short in duration. Pierside integrated swimmer defenses are tested with underwater airguns during swimmer defense and diver deterrent training and testing activities; public health and safety would be ensured for these local activities because access to pierside locations by nonparticipants is controlled for safety and security reasons. Because of the infrequency and short duration of the events, underwater acoustic energy from vessel movements, aircraft overflights, and airguns is not analyzed in further detail. Active sonar and underwater explosions are the only sources of underwater acoustic energy evaluated for potential impacts on public health and safety.

The proposed activities that would result in underwater acoustic energy include anti-surface warfare, anti-submarine warfare, mine warfare, surface warfare testing, littoral combat ship testing, sonar maintenance, pierside sonar testing, and unmanned vehicle testing. A limited amount of active sonar would be used during transit between range complexes and training and testing locations.

The effect of active sonar on humans varies with the sonar frequency. Of the four types of sonar (very high-, high-, mid-, and low-frequency), mid-frequency and low-frequency sonar have the greatest potential to impact humans because of the range of human hearing. Underwater explosives cause a physical shock front that compresses the explosive material, and the pressure wave then passes into the surrounding water. Generally, the pressure wave would be the primary cause of injury. The effects of an underwater explosion depend on several factors, including the size, type, and depth of the explosive charge and where it is in the water column.

Systems like the Organic Airborne and Surface Influence Sweep emit an electromagnetic field and sound to simulate the presence of a ship. Unmanned underwater vehicles, some unmanned surface vehicles, and towed devices use electromagnetic energy. Electronic warfare activities involve aircraft, surface ship, and submarine crews attempting to control portions of the electromagnetic spectrum to degrade or deny the enemy's ability to take defensive actions. An electromagnetic signal dissipates quickly with increasing distance from its source. The literature lacks evidence to conclude that any adverse health effects result from exposure to electromagnetic energy, which is why no federal standards have been set for occupational exposures to this type of energy. Because standard operating procedures require an exercise area to be clear of participants, the public would not be exposed to electromagnetic energy the way a worker could experience long-term, occupational exposures. In the unlikely event that the public was exposed, the level of electromagnetic energy associated with the Proposed Action would not be enough to pose a health or safety risk.

As previously stated, the potential for the public to be exposed to these stressors would be limited to divers within unsafe proximity of an event. SCUBA diving is a popular recreational activity that is typically concentrated around known dive attractions such as reefs and shipwrecks. In general, recreational divers should not exceed 130 ft. (40.02 m) (Professional Association of Diving Instructors 2011). This depth limit typically limits this activity's distance from shore. Therefore, training and testing activities closest to shore have the greatest potential to co-occur with the public.

Swimmers and recreational SCUBA divers are not expected to be near Navy pierside locations (which include shipyards) because access to these areas is controlled for safety and security reasons. Locations of popular offshore diving spots are well documented, and dive boats (typically well marked) and diver-down flags would be visible from the ships conducting the training and testing. Therefore, co-occurrence of recreational divers and Navy activities is unlikely. Swimmers and recreational divers are not expected to be near training and testing locations where active sonar, underwater explosions, and electromagnetic activities would occur because of the strict procedures for clearance of nonparticipants before conducting activities.

The U.S. Navy Dive Manual (U.S. Department of the Navy 1999) prescribes safe distances for divers from active sonar sources and underwater explosions. Safety precautions for use of electromagnetic energy are specified in DoD Instruction 6055.11 (U.S. Department of Defense 2002, 2009) and Military Standard 464A (U.S. Department of Defense 2002). These distances would be used as the standard safety buffers for underwater energy to protect public health and safety. If unauthorized personnel were detected within the exercise area, the activity would be temporarily halted until the area was again cleared and secured. Therefore, the public is unlikely to be exposed to underwater energy at Navy pierside locations, in training or testing areas, or in ports.

3.12.3.1.1 No Action Alternative

3.12.3.1.1.1 Training

Under the No Action Alternative, active sonar training activities such as anti-submarine warfare, mine warfare, and sonar maintenance would continue at current levels and within established ranges and training locations, including the Hawaii Range Complex and the SOCAL Range Complex, and other HSTT areas. Most of the sonar training events would be in the SOCAL and HRC range complexes.

Activities involving underwater explosions, such as anti-surface warfare and mine warfare, also would continue at current levels and within established ranges and training locations. Current locations for underwater explosions include specific training areas in the HRC, in the SOCAL Range Complex, and in Silver Strand Training Complex.

The analysis indicates that no impact on public health and safety would result from training activities using underwater energy, based on the Navy's implementation of strict operating procedures that protect public health and safety. These operating procedures include ensuring clearance of the area before commencing training activities involving underwater energy. Because of the Navy's safety procedures, the potential for training activities using underwater energy to impact public health and safety under the No Action Alternative would be low.

3.12.3.1.1.2 Testing

Under the No Action Alternative, active sonar testing activities such as anti-submarine warfare, mine warfare, pierside sonar testing, unmanned vehicle testing, and sonar maintenance would continue at current levels and in current locations, including areas such as the Hawaii and SOCAL OPAREAS. Pierside

testing of active sonar would continue in Pearl Harbor and in San Diego Bay. Most of these activities would occur in the SOCAL Range Complex.

Testing activities involving underwater explosions, such as anti-air warfare, anti-surface warfare, anti-submarine warfare, mine warfare, and surface combatant sea trials also would continue at current levels and within established ranges and locations. Current locations for underwater explosions include specific training areas in HRC (Puuloa Underwater Range, Marine Corps Base Hawaii, Marine Corps Training Area Bellows, Barbers Point Underwater Range, Ewa Training Minefield, and Lima Landing) and in the SOCAL Range Complex (San Clemente Island's Northwest Harbor and Horse Beach Cove, Shallow Water Training Range), and SSTC's Boat Lanes 1-14.

The analysis indicates that no impact on public health and safety would result from testing activities using underwater energy, based on the Navy's implementation of strict operating procedures that protect public health and safety. These operating procedures include ensuring clearance of the area before commencing testing activities involving underwater energy. Because of the Navy's safety procedures, the potential for testing activities to impact public health and safety under the No Action Alternative would be low.

3.12.3.1.2 Alternative 1

Alternative 1 consists of the activities in the No Action Alternative plus the expansion of the Study Area and adjustments in the locations and tempos of training and testing activities. Alternative 1 includes changes in force structure (personnel, weapons and assets), new or upgraded weapons and platforms, and the training and testing required for proficiency with these systems. Alternative 1 includes the expansion of the Study Area to include the Transit Corridor and pierside activities in San Diego Bay and Pearl Harbor. This expansion would not increase the potential for public exposure over the No Action Alternative because the same safety procedures would be in place to assure that these areas were clear of nonparticipants.

3.12.3.1.2.1 Training

Active sonar training would continue at current locations under Alternative 1. In many instances, however, the potential activity areas would be expanded (see tables in Chapter 2). Locations for active sonar training include the same areas as described under the No Action Alternative, as well as the Transit Corridor and pierside areas in San Diego Bay and Pearl Harbor. While Alternative 1 would expand the locations and increase the tempos of active sonar training activities, the Navy would continue to implement standard operating and safety procedures; therefore, the potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely to increase.

Activities involving underwater explosions, such as anti-surface warfare, mine warfare, and civilian port defense, would also continue within established ranges and training locations, as described under the No Action Alternative. While Alternative 1 would adjust locations and tempos of underwater explosives training activities, the Navy would continue to implement standard operating and safety procedures; therefore, an increased potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely. The Navy's safety procedures would ensure that the potential for training activities to impact public health and safety under Alternative 1 would be low.

3.12.3.1.2.2 Testing

The locations and tempo of active sonar testing activities would increase over the No Action Alternative. Alternative 1 also includes the expansion of the Study Area, plus changes in force structure (personnel,

weapons, and assets), new or upgraded weapons and platforms, and the testing required for these systems.

Under Alternative 1, active sonar testing activities such as anti-submarine warfare, mine warfare, pierside sonar testing, unmanned vehicle testing, and sonar maintenance would increase. These activities would occur in established locations and ranges, as described under the No Action Alternative. Pierside testing of active sonar would continue to occur in San Diego Bay and Pearl Harbor. While Alternative 1 would increase the locations and tempo of active sonar testing activities, the Navy would continue to implement standard operating and safety procedures, so the potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely to increase.

Testing activities involving underwater explosions, such as anti-air warfare, anti-surface warfare, anti-submarine warfare, mine warfare, surface combatant sea trials, littoral combat ship testing, combat ship qualifications, and at-sea explosive testing would occur within established ranges and locations. Proposed locations for underwater explosions are the same as described under the No Action Alternative. While Alternative 1 would increase the tempo of underwater explosives testing activities, the Navy would continue to implement standard operating and safety procedures; therefore, the potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely to increase. Because of the Navy's safety procedures, the potential for testing activities to impact public health and safety under Alternative 1 would be negligible.

3.12.3.1.3 Alternative 2

Alternative 2 consists of the activities in the No Action Alternative, plus adjustments to locations and tempo of training and testing activities. Alternative 2 includes changes in force structure (personnel, weapons, and assets), new or upgraded weapons and platforms, and the training and testing required for proficiency with these systems. Alternative 2 includes the expansion of the Study Area and pierside areas of San Diego Bay and Pearl Harbor. This expansion would not increase the potential for public exposure over the No Action Alternative because the same safety procedures would be in place to make sure these areas are clear of nonparticipants.

3.12.3.1.3.1 Training

Alternative 2 is similar to Alternative 1 in the increase in active sonar, underwater explosions, and electromagnetic activities over the No Action Alternative. Alternative 2 is identical to Alternative 1 in the proposed locations for these activities. As concluded under Alternative 1, because of the Navy's safety procedures, the potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely to increase.

3.12.3.1.3.2 Testing

Similar to Alternative 1, Alternative 2 would increase active sonar testing activities such as anti-submarine warfare, mine warfare, pierside sonar testing, unmanned vehicle testing, and sonar maintenance. These activities would continue in established locations and ranges, as described under the No Action Alternative. Pierside testing of active sonar would continue in Pearl Harbor and in San Diego Bay. Changes in the locations and tempo of active sonar testing activities would not impact public health or safety because the safety procedures used under the No Action Alternative would still be in place.

Testing activities involving underwater explosions, such as anti-air warfare, anti-surface warfare, anti-submarine warfare, mine warfare, surface combatant sea trials, littoral combat ship testing, combat ship

qualifications, and at-sea explosive testing would occur within established ranges and locations, as described under the No Action Alternative. Changes in the locations and tempo of underwater explosion testing activities could not impact public health or safety because the safety procedures used under the No Action Alternative would still be in place. Because of the Navy's safety procedures, the potential for underwater testing activities to impact public health and safety under Alternative 2 would be negligible.

3.12.3.2 In-Air Energy

In-air energy stressors include sources of electromagnetic energy and lasers. The sources of electromagnetic energy include radar, navigational aids, and electronic warfare systems. These systems operate similarly to other navigational aids and radars at local airports and television weather stations throughout the United States. Electronic warfare systems emit electromagnetic energy similar to that from cell phones, hand-held radios, commercial radio stations, and television stations. Current practices protect Navy personnel and the public from electromagnetic energy hazards. These procedures include setting the heights and angles of electromagnetic energy transmissions to avoid direct human exposure, posting warning signs, establishing safe operating levels, and activating warning lights when radar systems are operational. Procedures also are in place to limit public and participant exposure from electromagnetic energy emitted by military aircraft. As stated in Section 3.12.3.1 (Underwater Energy), the level of electromagnetic energy associated with the Proposed Action would not be enough to pose a health or safety risk to the public.

A comprehensive safety program exists for the use of lasers. Current Navy practices protect individuals from the hazard of severe eye injury caused by laser energy. Laser safety requires pilots to verify that target areas are clear prior to commencement of an exercise. In addition, during actual laser use, the aircraft run-in headings are restricted to preclude inadvertent lasing of areas where the public may be present.

Training and testing activities involving electromagnetic energy include electronic warfare activities that use airborne and surface electronic jamming devices to defeat tracking and communications systems. Training activities involving low-energy lasers include anti-surface warfare, mine warfare, and Homeland Security/Anti-Terrorism Force Protection with Unmanned Vehicles. Testing activities involving low-energy lasers include surface warfare, air exercises at the test range, and mine warfare testing.

3.12.3.2.1 No Action Alternative

3.12.3.2.1.1 Training

Under the No Action Alternative, electronic warfare training activities involving electromagnetic energy sources would continue at current levels and locations, including the Hawaii OPAREA and the SOCAL Range Complex's Electronic Warfare Range. Laser targeting activities and mine detection activities using lasers also would continue at current levels and within established ranges and training locations, including the HRC's Warning Area 188 and the SOCAL Range Complex's Southern California Anti-Submarine Warfare Range and San Clemente Island Shore Bombardment Range.

The public would not likely be exposed to electromagnetic energy sources or lasers under the No Action Alternative. Based on the Navy's strict safety procedures for use of lasers and electronic warfare, these activities would not likely be conducted close enough to the public to pose an increased risk. Because of the Navy's safety procedures, the potential for these training activities to impact public health and safety under the No Action Alternative would be negligible.

3.12.3.2.1.2 Testing

Under the No Action Alternative, electronic warfare testing activities involving electromagnetic energy sources would continue at current levels and within established ranges and testing locations. Laser targeting activities and mine detection activities using lasers would continue at current levels and within established ranges and locations.

The public would not likely be exposed to electromagnetic energy sources or lasers from testing activities under the No Action Alternative. Based on the Navy's strict safety procedures for use of lasers and electronic warfare, these activities would not likely be conducted close enough to the public to pose an increased risk. Because of the Navy's safety procedures, the potential for these testing activities to impact public health and safety under the No Action Alternative would be negligible.

3.12.3.2.2 Alternative 1

Alternative 1 consists of the activities in the No Action Alternative plus adjustments to locations and tempos of training and testing activities. Alternative 2 includes changes in force structure (personnel, weapons, and assets), new or upgraded weapons and platforms, and the training and testing required for proficiency with these systems. Alternative 1 includes the expansion of the Study Area to include the Transit Corridor, and Navy piers in San Diego Bay and Pearl Harbor. This expansion would not increase the potential for public exposure over the No Action Alternative because the same safety procedures would be in place to ensure that these areas are clear of nonparticipants.

3.12.3.2.2.1 Training

Under Alternative 1, the number of training activities that use electromagnetic energy would increase, and would continue to occur within established ranges and training locations, as described under the No Action Alternative. Laser targeting activities and mine detection activities using lasers would increase but also would occur within established ranges and training locations.

While Alternative 1 would increase locations and tempos of training activities involving electromagnetic energy and lasers, the Navy would continue to implement standard operating and safety procedures. Therefore, the potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely to increase.

3.12.3.2.2.2 Testing

Under Alternative 1, the number of testing activities that use electromagnetic energy would increase, and would continue to occur within established ranges and testing locations. Testing activities that use electromagnetic energy would take place in the same areas as described under the No Action Alternative. Additional locations proposed under this alternative include pierside locations in San Diego and in Pearl Harbor.

While Alternative 1 would increase locations and tempos of testing activities involving electromagnetic energy and lasers, the Navy would continue to implement standard operating and safety procedures. Therefore, an increased potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely.

3.12.3.2.3 Alternative 2

Alternative 2 consists of the activities in the No Action Alternative plus adjustments to locations and tempo of training and testing activities. This alternative includes changes in force structure (personnel, weapons, and assets), new or upgraded weapons and platforms, and the training and testing required

for proficiency with these systems. Alternative 2 includes the expansion of the Study Area to include the Transit Corridor and Navy piers in San Diego Bay and Pearl Harbor. This expansion would not increase the potential for public exposure over the No Action Alternative because the same safety procedures would be in place to make sure these areas are clear of nonparticipants.

3.12.3.2.3.1 Training

Alternative 2 is similar to Alternative 1 in the increase in electromagnetic energy and laser training activities over the No Action Alternative. Alternative 2 is identical to Alternative 1 in the proposed locations for these activities. As concluded under Alternative 1, impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely.

While Alternative 2 would adjust locations and tempo of training activities involving electromagnetic energy and lasers, the Navy would continue to implement standard operating and safety procedures; therefore, the potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely to increase.

3.12.3.2.3.2 Testing

Similar to Alternative 1, Alternative 2 would increase electromagnetic energy and laser testing activities. Electromagnetic energy activities would continue to occur in established location and ranges, as described under the No Action Alternative, and at pierside locations in San Diego and Pearl Harbor. Laser targeting activities would occur in the HRC's Warning Area 188 and the SOCAL Range Complex's Southern California Anti-Submarine Warfare Range and San Clemente Island's Shore Bombardment Range. Changes in the locations and tempo of in-air testing activities and the addition of new activities would not impact public health or safety because safety procedures would be in place.

While Alternative 2 would adjust locations and tempos of testing activities involving electromagnetic energy and lasers, the Navy would continue to implement standard operating and safety procedures; therefore, the potential for impacts on public health and safety beyond those identified under the No Action Alternative would be unlikely to increase.

3.12.3.3 Physical Interactions

Public health and safety could be impacted by direct physical interactions with Navy activities. Navy aircraft, vessels, targets, munitions, towed devices, seafloor devices, and other training and testing expended materials could have a direct physical encounter with recreational, commercial, institutional, and governmental aircraft, vessels, and users such as swimmers, divers, and anglers.

Both Navy and public aircraft operate under visual flight rules requiring them to observe and avoid other aircraft. In addition, Notices to Airmen advise pilots about when and where Navy training and testing activities are scheduled. Finally, Navy personnel are required to verify that the range is clear of nonparticipants before initiating any potentially hazardous activity. Together, these procedures would minimize the potential for adverse interactions between Navy and nonparticipant aircraft. The Navy's standard operating procedures assure that private and commercial aircraft traversing the Study Area during training or testing activities do not interact with Navy aircraft, ordnance, or aerial targets.

Both Navy and public vessels operate under maritime navigational rules requiring them to observe and avoid other vessels. In addition, Notices to Mariners advise vessel operators about when and where Navy training and testing activities are scheduled. Finally, Navy personnel are required to verify that the range is clear of nonparticipants before initiating any potentially hazardous activity. Together, these

procedures minimize the potential for adverse interactions between Navy and nonparticipant vessels. The Navy's standard operating procedures assure that private and commercial vessels traversing the Study Area during training or testing activities do not interact with Navy vessels, ordnance, or surface targets.

Recreational diving within the Study Area takes place primarily at known diving sites such as shipwrecks and reefs. The locations of these popular dive sites are well documented, dive boats are typically well-marked, and diver-down flags are visible from a distance. As a result, ships conducting training or testing activities would easily avoid dive sites. Interactions between training and testing activities and recreational divers thus would be minimized, reducing the potential for collisions or ship strikes. Similar knowledge and avoidance of popular fishing areas would minimize interactions between training and testing activities and recreational fishing.

Commercial and recreational fishers could encounter military expended materials that could entangle fishing gear and could pose a safety risk. The Navy would continue to recover targets at or near the surface that were used during training or testing to ensure that they would not pose a collision risk. Unrecoverable pieces of military expended materials are typically small (such as sonobuoys), constructed of soft materials (such as target cardboard boxes or tethered target balloons), or intended to sink to the bottom after their useful function was completed, so they would not be a collision risk to civilian vessels or equipment. Thus, these targets do not pose a safety risk to individuals using the area for recreation because the public would not likely be exposed to these items before they sank to the seafloor.

As discussed in Sediments and Water Quality (Section 3.1), a west coast study categorized types of marine debris collected by a trawler during a groundfish survey. Military expended materials were categorized as plastic, metal, fabric and fiber, and rubber comprising 7.4, 6.2, 13.2, and 4.7 percent of the total count of items collected, respectively. The footprint of military expended materials in the Study Area is discussed in Marine Habitats (Section 3.3), which concluded that if all military expended materials were located side by side in the Study Area, the footprint would be approximately 0.19 m² (0.48 km²). Because the footprint of military expended materials in the Study Area is small, recreational and commercial fishers probably would not encounter military expended materials.

Section 3.1 (Sediments and Water Quality) also discussed the low failure rates of munitions, which indicate that most munitions function as intended. While fish trawls may encounter undetonated ordnance lying on the ocean floor, such an encounter would be unlikely because the density of munitions in the Study Area is low. The Army Corps of Engineers prescribes the following procedure if military munitions are encountered: recognize when you may have encountered a munition, retreat from the area without touching or disturbing the item, and report the item to local law enforcement by calling 911 or the U.S. Coast Guard.

The analysis focuses on the potential for a direct physical interaction with an aircraft, vessel, target, or expended training item. All proposed activities have some potential for a direct physical interaction that could pose a risk to public health or safety, so the following analysis is not activity-specific. While some of the activities may not pose a potential for a direct physical interaction (like pierside testing) the platforms used in the activity (aircraft, vessel, towed device) could have a direct physical interaction that could pose a risk. The greatest potential for a physical interaction would be along the coast because of the high concentration there of public activities.

3.12.3.3.1 No Action Alternative

3.12.3.3.1.1 Training

Under the No Action Alternative, training activities would continue at current levels and within established locations. The potential for a direct physical interaction between the public and aircraft, vessels, targets, or expended materials would not change from the baseline. The Navy implements strict operating procedures that protect public health and safety. These operating procedures include ensuring clearance of the area prior to commencing training activities.

The analysis indicates that public health and safety would not be affected by physical interactions with training activities, based on the Navy's implementation of strict operating procedures that protect public health and safety. These operating procedures include ensuring clearance of the area before commencing training activities involving physical interactions. Because of the Navy's safety procedures, the potential for training activities to impact public health and safety under the No Action Alternative would be negligible.

3.12.3.3.1.2 Testing

Because the potential for a physical interaction is not activity-specific or location-specific, the analysis of the training activities above applies to testing activities under the No Action Alternative. As concluded above, because of the Navy's safety procedures, the potential for testing activities to impact public health and safety under the No Action Alternative would be negligible.

3.12.3.3.2 Alternative 1

Alternative 1 consists of the activities included in the No Action Alternative, plus adjustments in the locations and tempos of training and testing activities. This alternative includes changes in force structure (personnel, weapons and assets), new or upgraded weapons and platforms, and the training and testing required for proficiency with these systems. Alternative 1 includes the expansion of the Study Area to include the Transit Corridor, and Navy piers in San Diego Bay and Pearl Harbor. This expansion would not increase the potential for public exposure over the No Action Alternative because the same safety procedures would be in place to make sure these areas are clear of nonparticipants.

3.12.3.3.2.1 Training

Under Alternative 1, the number of training activities would increase, but would continue within established locations. However, the increased number of aircraft and vessel movements or use of targets and expended materials would be conducted under the same safety and inspection procedures as under the No Action Alternative. While Alternative 1 would adjust locations and tempos of training activities, the Navy would continue to implement standard operating and safety procedures. Therefore, the potential for impacts on public health and safety, beyond those identified under the No Action Alternative, would be negligible.

3.12.3.3.2.2 Testing

Because the potential for a physical interaction is not activity-specific or location-specific, the analysis of the training activities presented above also applies to testing activities under Alternative 1. As concluded above, because of the Navy's safety procedures, the potential for testing activities to impact public health and safety under Alternative 1 would be negligible.

3.12.3.3.3 Alternative 2

Alternative 2 consists of the activities included in the No Action Alternative plus adjustments to locations and tempos of training and testing activities. This alternative includes changes in force structure (personnel, weapons, and assets), new or upgraded weapons and platforms, and the training and testing required for proficiency with these systems. Alternative 2 includes the expansion of the Study Area to include the Transit Corridor and Navy piers in San Diego Bay and Pearl Harbor. This expansion would not increase the potential for public exposure over the No Action Alternative because the same safety procedures would be in place to make sure these areas are clear of nonparticipants.

3.12.3.3.3.1 Training

Under Alternative 2, the number of training activities would increase. The potential for a direct physical interaction between the public and aircraft, vessels, targets, or expended materials would also increase. While Alternative 2 would adjust locations and tempos of training activities, the Navy would continue to implement standard operating and safety procedures. Therefore, the potential for impacts on public health and safety beyond those identified under the No Action Alternative would be negligible.

3.12.3.3.3.2 Testing

The potential for a physical interaction is not activity-specific or location-specific, so the analysis of the training activities presented above also applies to testing activities under Alternative 2. As concluded above, because of the Navy's safety procedures, the potential for testing activities to impact public health and safety under Alternative 1 would be negligible.

3.12.4 SECONDARY IMPACTS

Public health and safety could be impacted if sediment or water quality were degraded. Section 3.1 (Sediments and Water Quality) considered the impacts on marine sediments and water quality of explosives and explosion byproducts, metals, chemicals other than explosives, and other materials (marine markers, flares, chaff, targets, and miscellaneous components of other materials). The analysis determined that neither state nor federal standards or guidelines would be violated by the No Action Alternative, Alternative 1, or Alternative 2. Because these standards and guidelines are structured to protect human health, and the proposed activities do not violate them, no secondary impacts on public health and safety would result from the training and testing activities proposed by the No Action Alternative, Alternative 1, or Alternative 2.

3.12.5 SUMMARY OF POTENTIAL IMPACTS (COMBINED IMPACTS OF ALL STRESSORS) ON PUBLIC HEALTH AND SAFETY

Activities described in this EIS/OEIS that could affect public health or safety include those that release underwater energy, in-air energy, or physical interactions, or that have secondary impacts from changes in sediment or water quality. Under the No Action Alternative, Alternative 1, or Alternative 2, these activities would be widely dispersed throughout the Study Area. Such activities also are dispersed temporally (i.e., few stressors would be present at the same time). For these reasons, no greater impacts from the combined operation of more than one stressor are expected. The aggregate impact on public health and safety would not observably differ.

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