

Errata Sheet
Northwest Aviation Operations
160th Special Operations Aviation Regiment
Environmental Assessment

Signatory Page	The Final EA will be signed by John R. Evans, Colonel, U.S. Army, Commanding, 160 th SOAR (A).
Pg. 1-7, Section 1.9.5	The Section 106 determination was sent to the Oregon and Washington SHPO, August, 2012. The final concurrence letters from the SHPOs will be published in subsequent documents for this action.
Pg. 2-4, Paragraph 4	<p>The Fly Friendly Program is the equivalent to the Fly Neighborly Program and is used interchangeably within DoD and Army flight guidelines. The Fly Friendly Program requires that, when conditions allow, aircraft fly no lower than 500 AGL and avoids noise-sensitive areas such as parks, wilderness areas, residential areas, schools, and hospitals. When these areas cannot be avoided, it is recommended that pilots fly 2,000 feet AGL in noise-sensitive areas to minimize noise disturbance. It is important to emphasize that rules, regulations, and other operating requirements that pertain to safety are paramount; therefore, following the Fly Friendly guidelines will not always be possible. More information on the Fly Neighborly program can be found at www.rotor.com/Operations/flyneighborly/flyneighborlyguide.aspx.</p> <p>Although there are no set flight paths to the various routes, pilots will take the most direct route to the training areas, while avoiding noise sensitive areas such as those described above. The elevation pilots will fly to the training areas varies between 500 and 2,000+ feet AGL. This wide span in flight elevation is due to weather constraints such as cloud cover. SOAR aircraft follow visual flight rules (VFR) which require pilots to fly below the cloud level, which varies from day to day and even over the course of a single day. During the summer months, pilots can often fly at 2,000+ feet AGL, but winter weather often requires aircraft to fly at the lower thresholds (500-700 feet AGL).</p>
Pg. 4-7, Noise	Table 4-1, Maximum Noise Levels of Aircraft, described the noise level of aircraft at various altitudes. A Noise Comparison Chart (Errata Table-1) is included below in order to better convey these noise levels. Although all residential areas are to be avoided as helicopters leave JBLM to reach the flight routes, it should be understood that there may be times when weather and other operating conditions do not allow for detours. While not anticipated to occur often, an aircraft flying at the minimum flight level of 500 feet AGL

would be very loud over residential property (the equivalent of a concrete saw at 50 feet) during the flyover.

Errata Table 1: Common Noise Comparisons Measured in dBA

Noise Level (dBA)	Common Activity or Sound Levels
100	Gas lawn mower at 3 feet, jet flyover at 1,000 feet
98	Rock blasting at 50 feet
91	Concrete saw at 50 feet
89	Food blender at 30 feet
85	Chain saw at 50 feet
83	Warning horn at 50 feet
77	Backhoe at 50 feet
76	Dump truck at 50 feet
69	Urban area near busy roadway
60	Urban residential area
50	Wooded residential Area
45	Agricultural areas
40	Rural residential areas
35	Wilderness areas, library
0	Lowest threshold of human hearing

Pg. 8-7,
Distribution

Additional contacts have been added to the Environmental Assessments Distribution list. Please see:

http://www.lewis-mcchord.army.mil/publicworks/sites/envir/eia_soar.htm
for the updated distribution list.