FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties

FAA & Select Committee Working Meeting

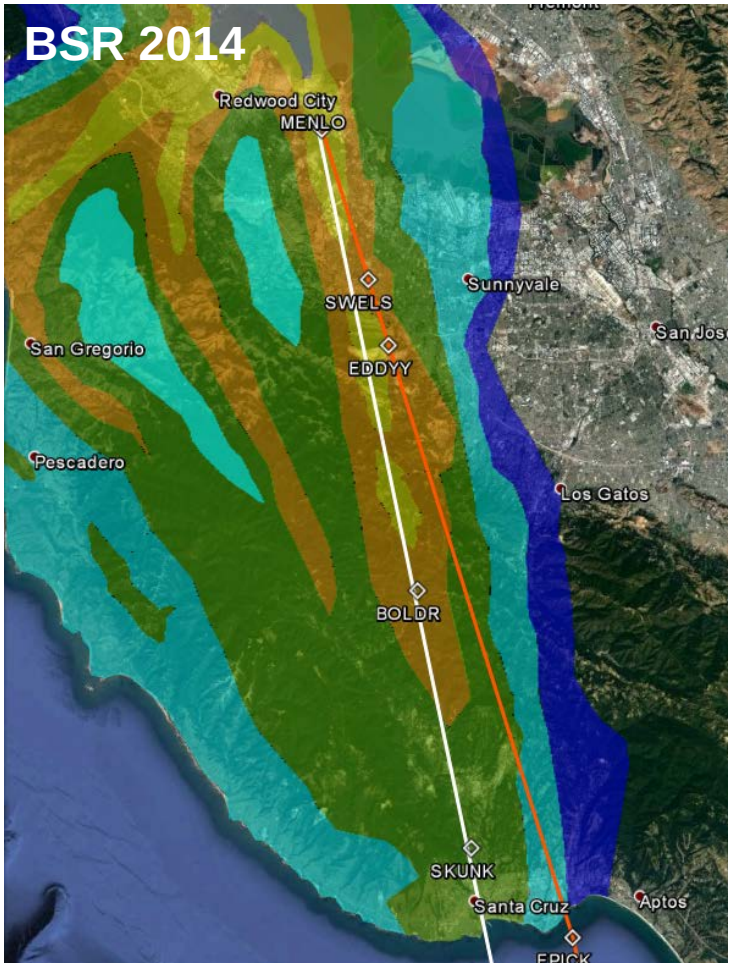
September 1, 2016

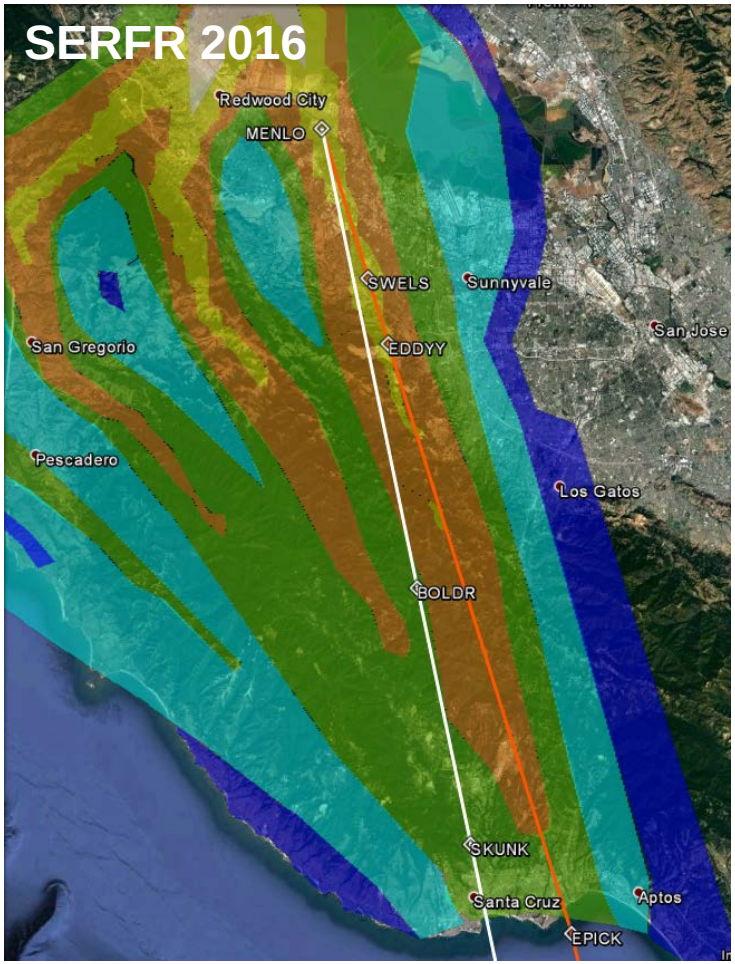
Discussion Overview

- **Follow-Up from 8/18 Meeting**
  - Transition the SERFR STAR Back to the BSR Ground Track Prior to EPICK (#2)
    - Noise Model Comparison
  - Overlay of BSR-SERFR Vectoring
- **Other Solutions as Identified by the Select Committee**

2. Transition the SERFR STAR Back to the BSR Ground Track Prior to EPICK

Comparison: BSR vs. SERFR





Key: SERFR ground track — Notional DAVYJ ground track

Noise levels:

- x ≥ 45 dBA DNL
- 40 dBA DNL ≤ x< 45 dBA DNL
- 35 dBA DNL ≤ x< 40 dBA DNL
- 30 dBA DNL ≤ x< 35 dBA DNL
- 25 dBA DNL ≤ x< 30 dBA DNL
- 20 dBA DNL ≤ x< 25 dBA DNL

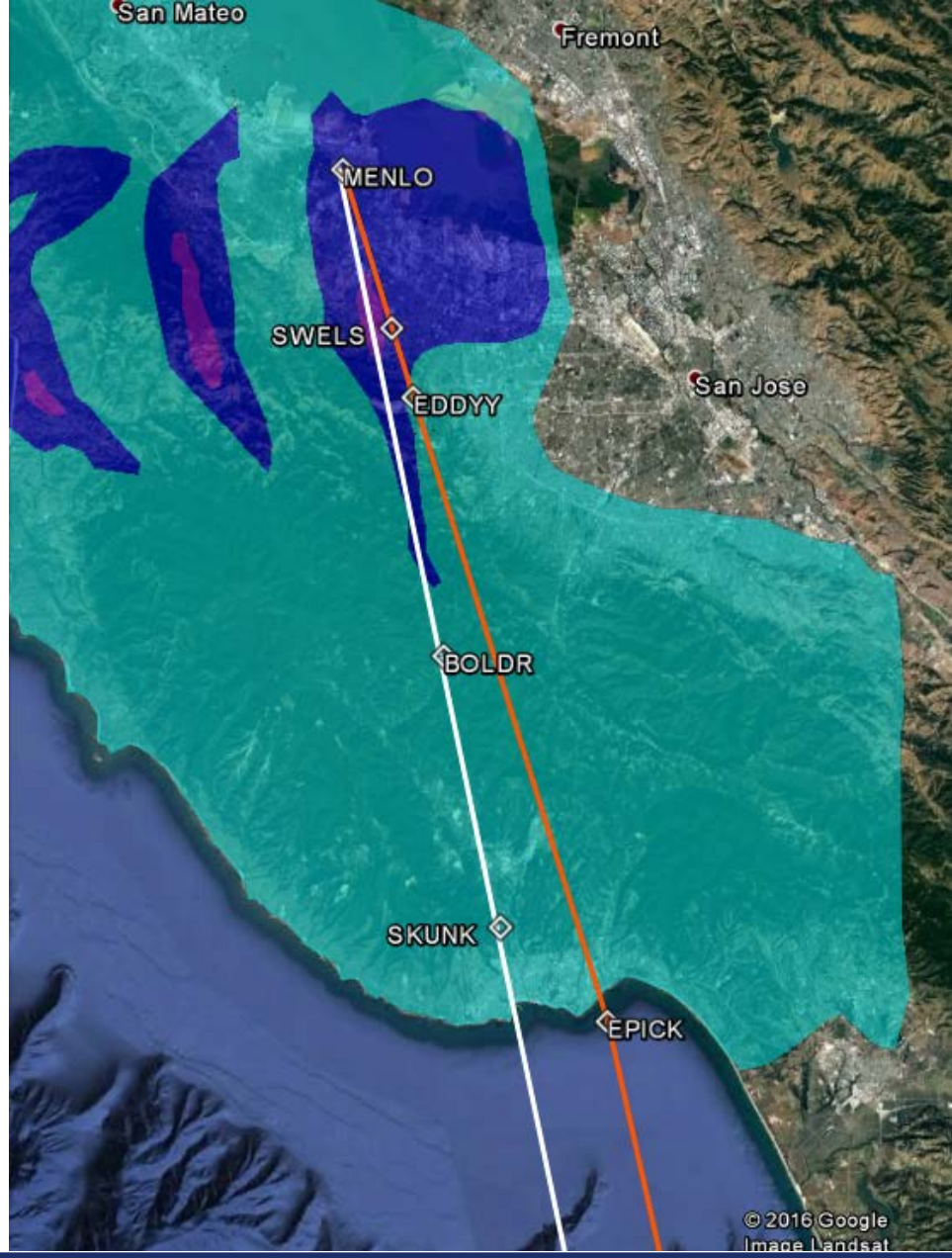
Noise changes associated with notional DAVYJ in comparison with 2014 conditions

Key

- SERFR ground track
- Notional DAVYJ ground track

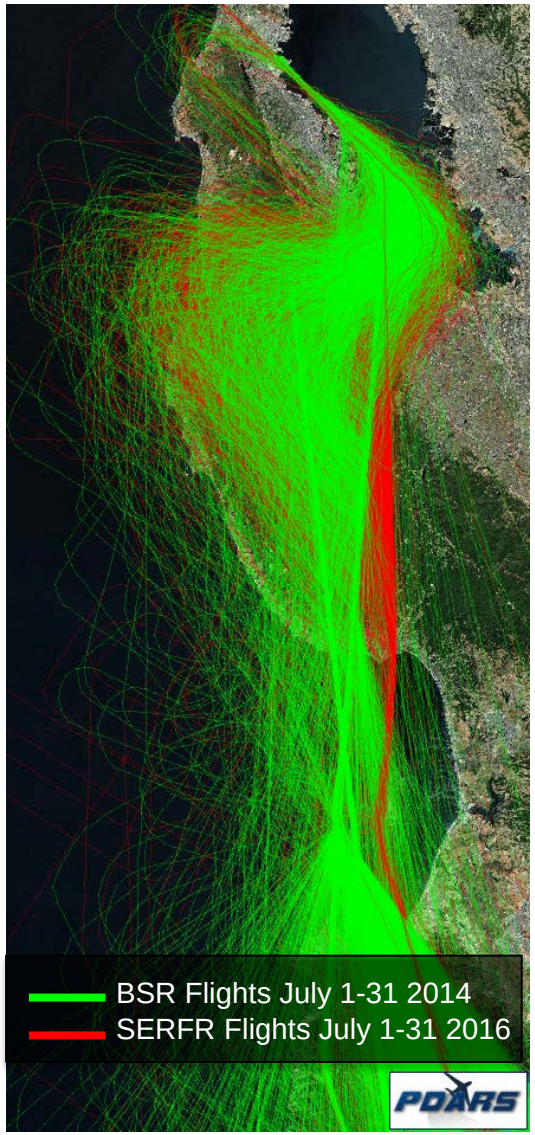
Change in Noise levels:

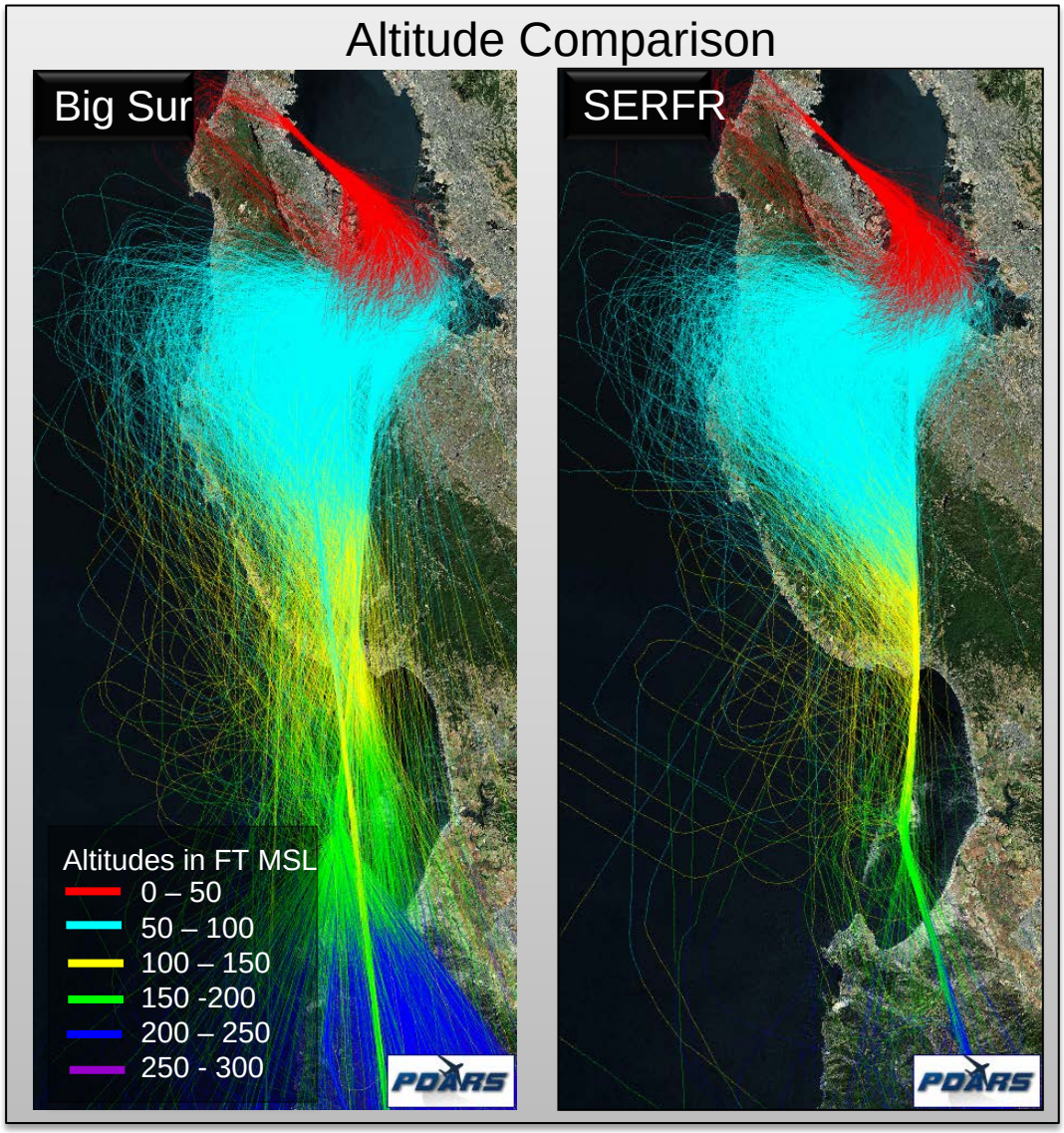
- increase of 8 – 10 dBA DNL
- increase of 5 – 7 dBA DNL
- increase of 2 – 4 dBA DNL
- no change or a change of ± 1 dBA DNL
- decrease of 2 - 4 dBA DNL
- decrease of 5 - 7 dBA DNL
- decrease of 8 – 10 dBA DNL



Vectoring Overlay BSR and SERFR

Vectored Flights – BSR and SERFR

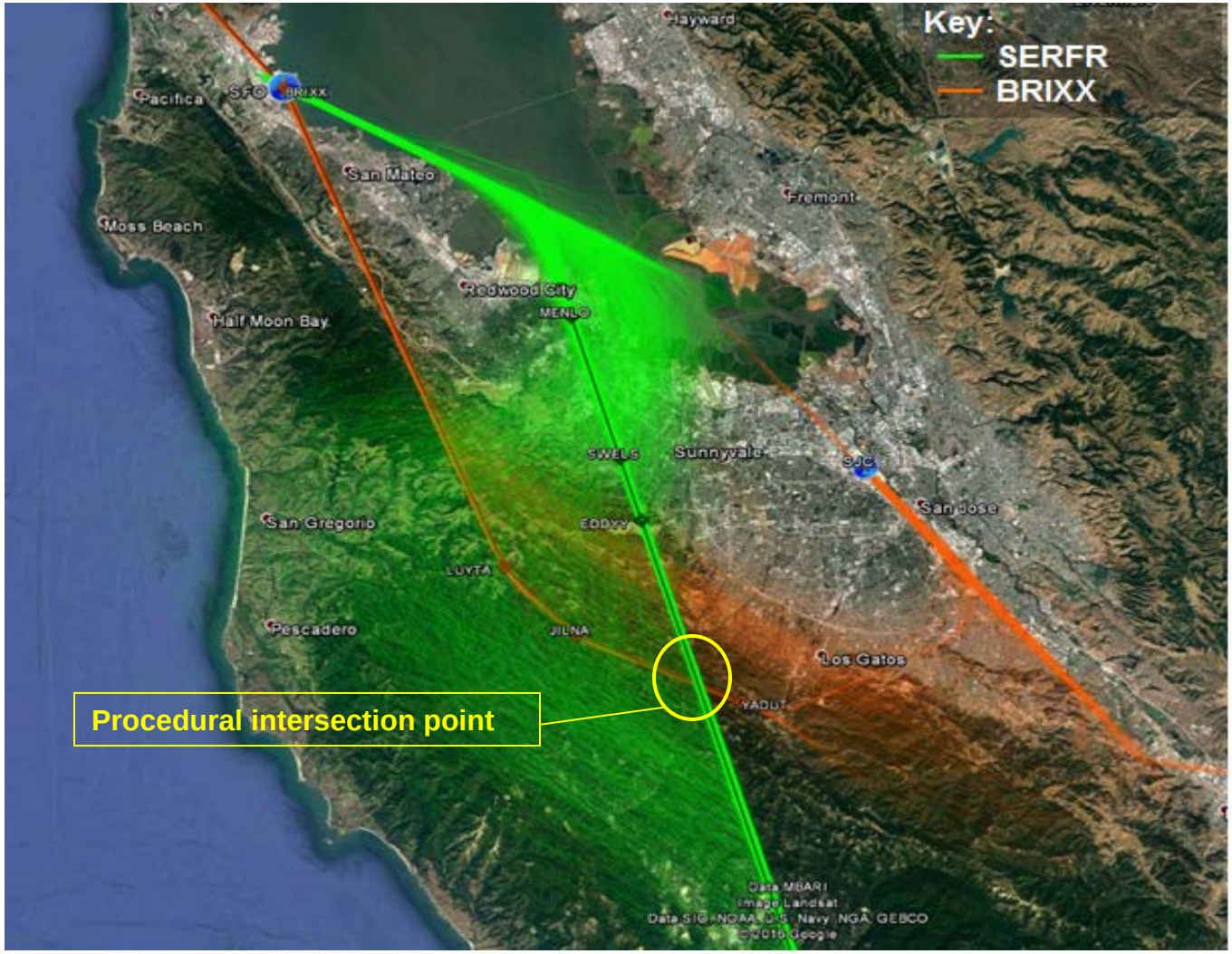
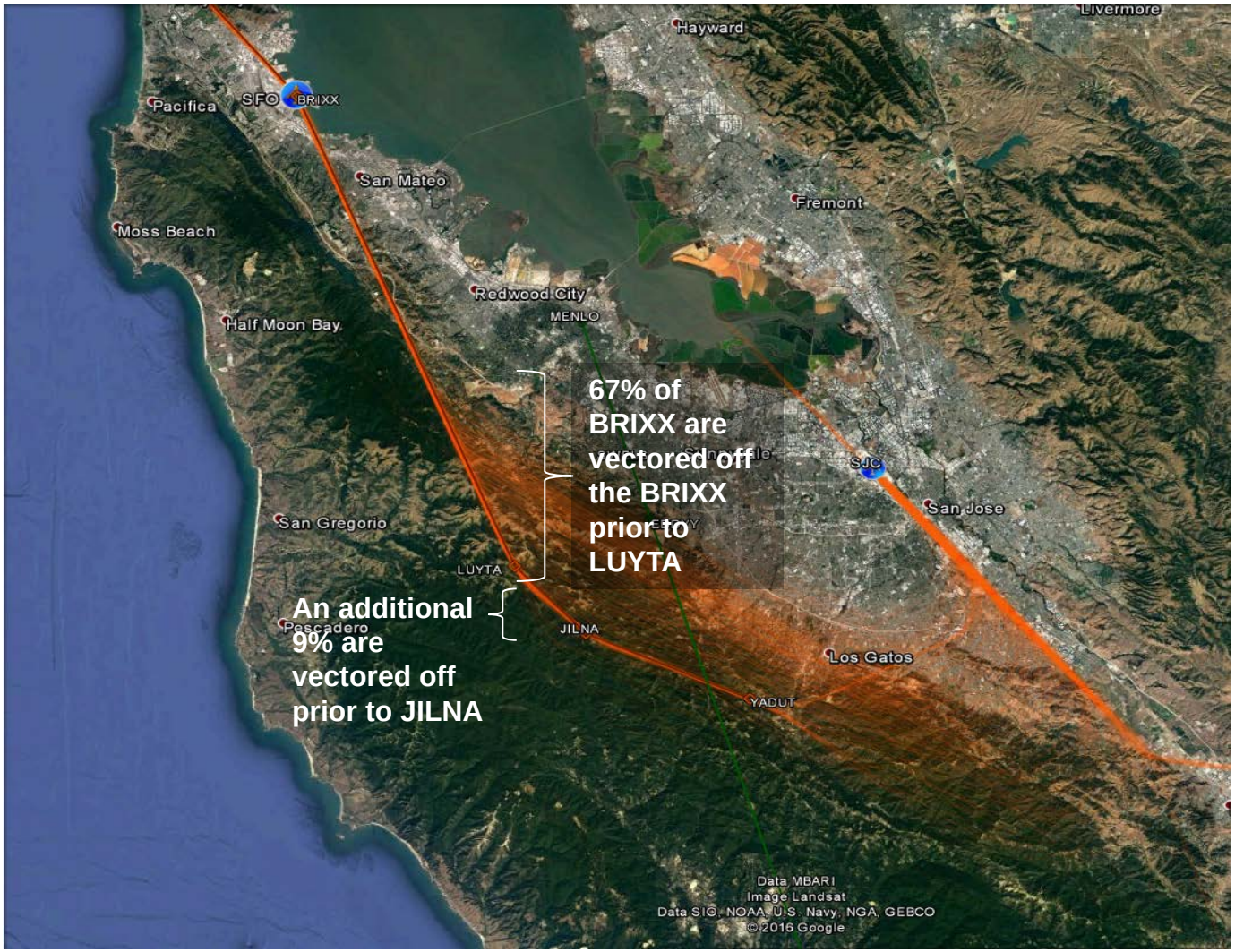




Other Solutions as Identified by the Select Committee

BRIXX

June 2016: BRIXX and SERFR



June 2016: BRIXX tracks