

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

**FAA & Select Committee
Working Meeting**

September 1, 2016



**Federal Aviation
Administration**



Discussion Overview

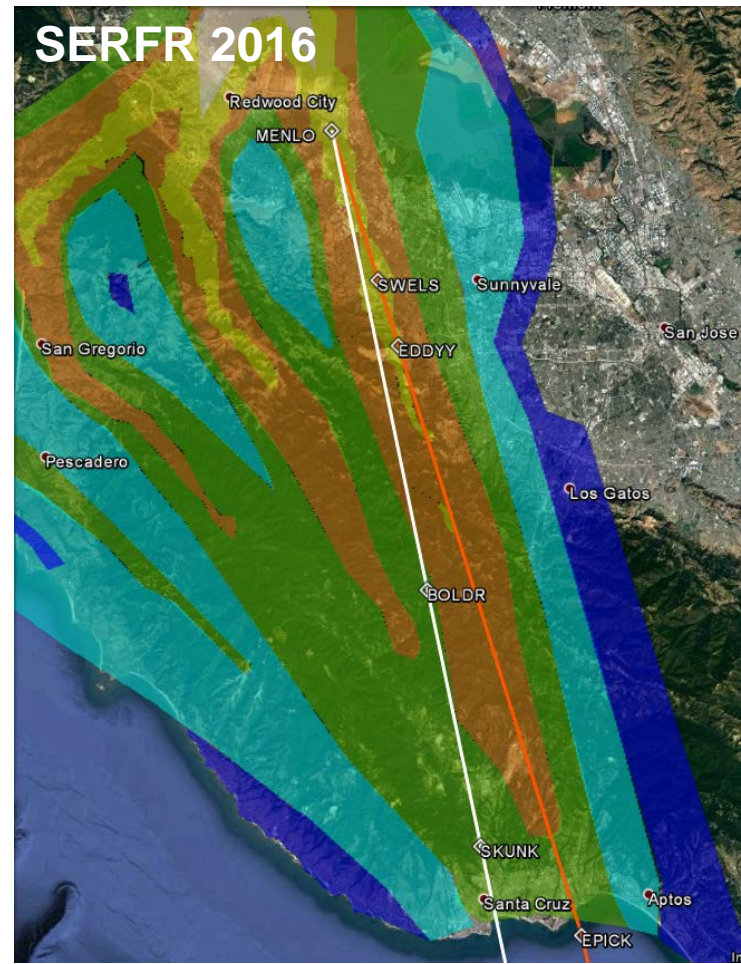
- **Follow-Up from 8/18 Meeting**
 - Transition the SERFR STAR Back to the BSR Ground Track Prior to EPICK (#2)
 - Noise Model Comparison
 - Overlay of BSR-SERFR Vectoring
- **Other Solutions as Identified by the Select Committee**



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:

■ $x \geq 45$ dBA DNL

■ 40 dBA DNL $\leq x < 45$ dBA DNL

■ 35 dBA DNL $\leq x < 40$ dBA DNL

■ 30 dBA DNL $\leq x < 35$ dBA DNL

■ 25 dBA DNL $\leq x < 30$ dBA DNL

■ 20 dBA DNL $\leq x < 25$ dBA DNL










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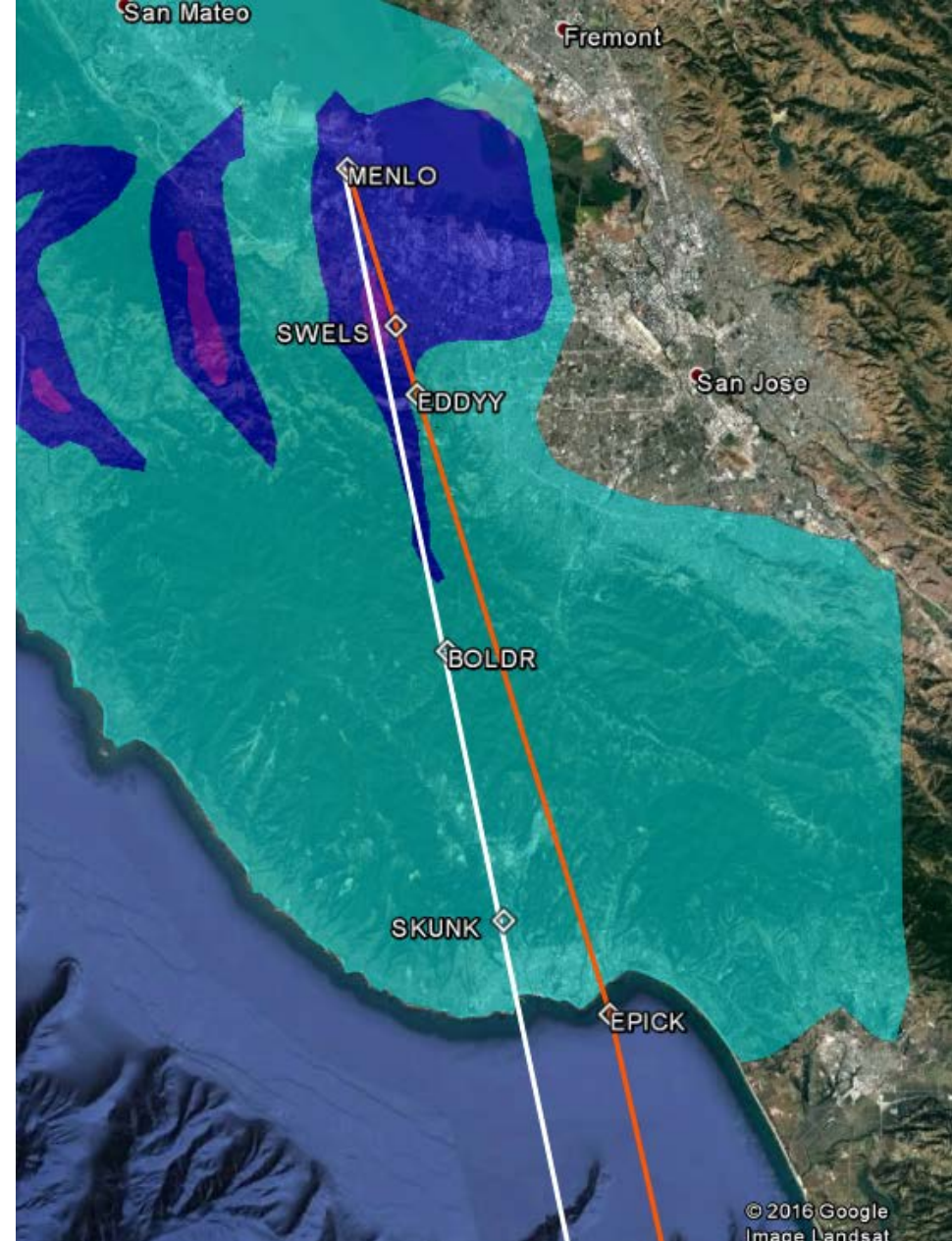
Noise changes associated with notional DAVYJ in comparison with 2014 conditions

Key

-  SERFR ground track
-  Notional DAVYJ ground track

Change in Noise levels:

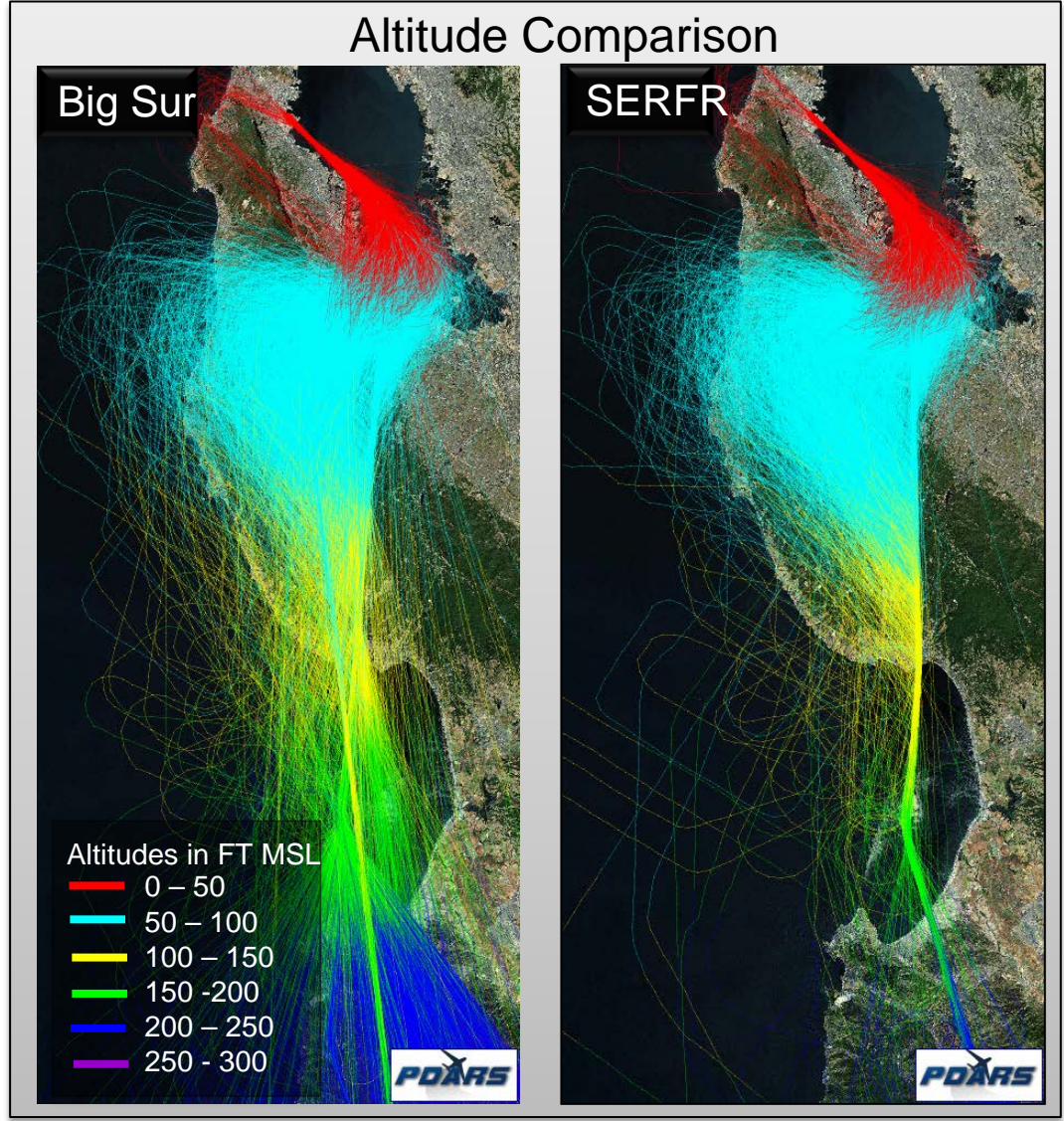
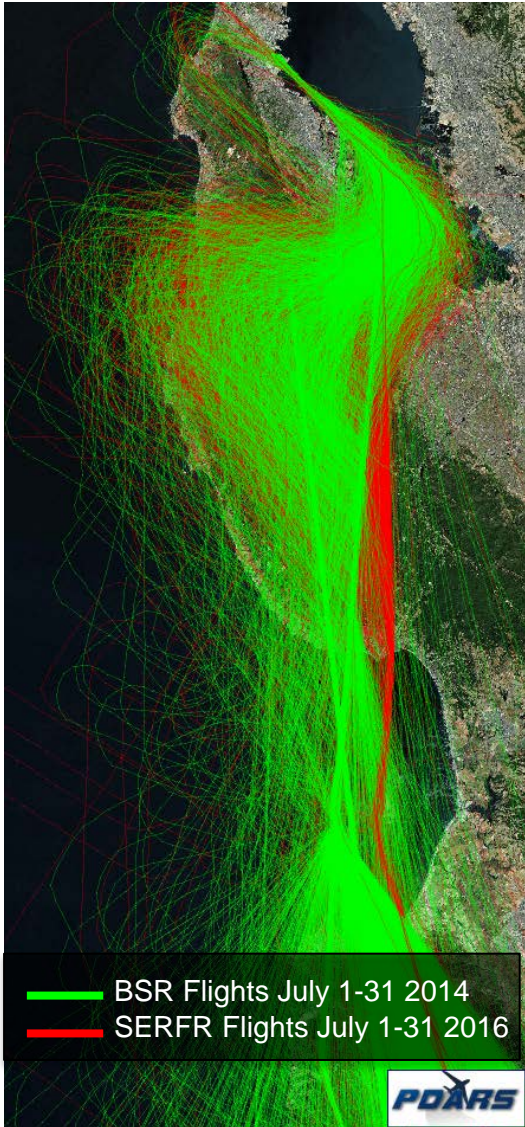
-  increase of 8 – 10 dBA DNL
-  increase of 5 – 7 dBA DNL
-  increase of 2 – 4 dBA DNL
-  no change or a change of ± 1 dBA DNL
-  decrease of 2 - 4 dBA DNL
-  decrease of 5 - 7 dBA DNL
-  decrease of 8 – 10 dBA DNL



Vectoring Overlay BSR and SERFR



Vectored Flights – BSR and SERFR



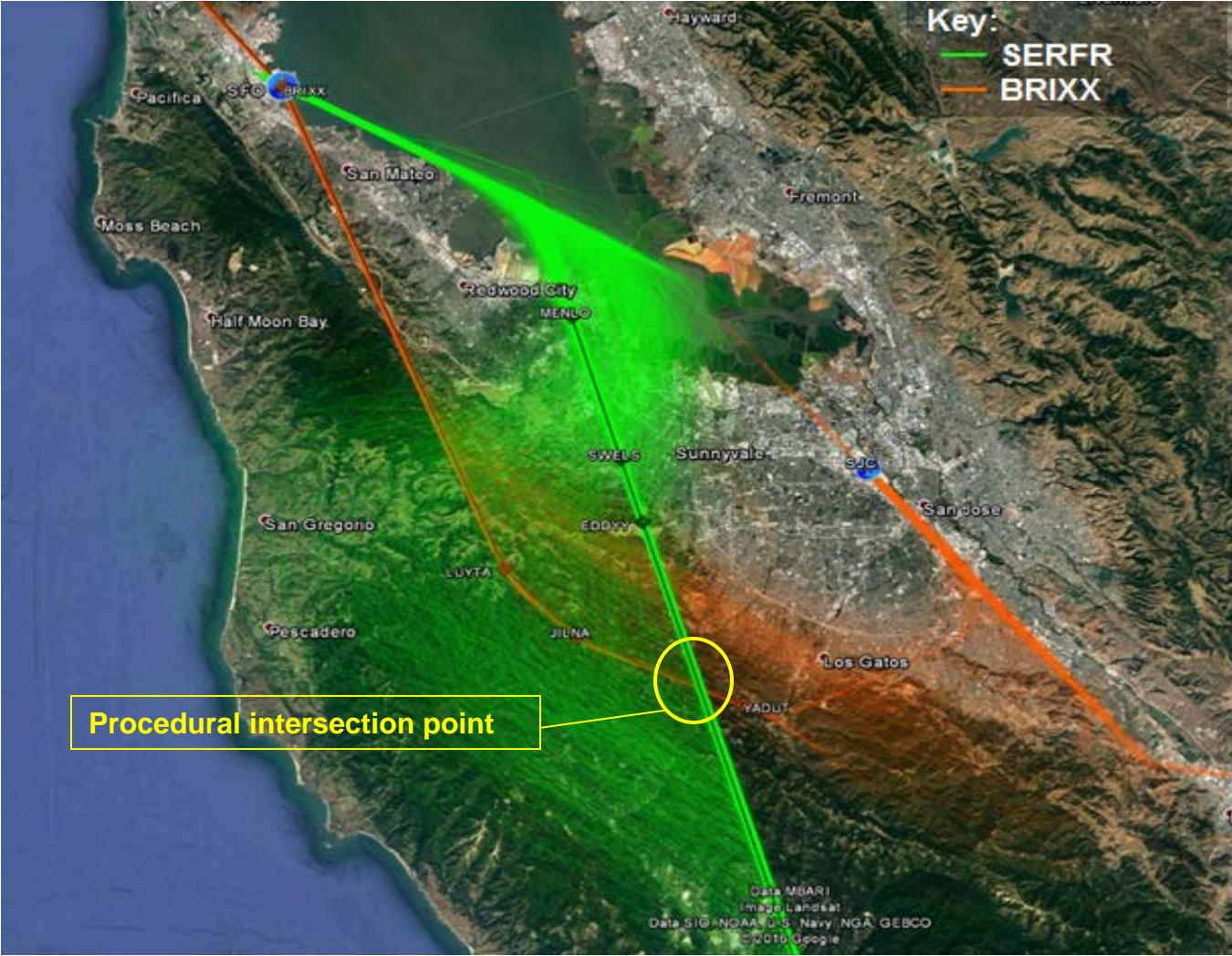
Other Solutions as Identified by the Select Committee



BRIXX



June 2016: BRIXX and SERFR



June 2016: BRIXX tracks

