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

<table>
<thead>
<tr>
<th>Noise Levels</th>
<th>BSR 2014</th>
<th>SERFR 2016</th>
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<tbody>
<tr>
<td>x ≥ 45 dBA DNL</td>
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<tr>
<td>40 dBA DNL ≤ x &lt; 45 dBA DNL</td>
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<tr>
<td>35 dBA DNL ≤ x &lt; 40 dBA DNL</td>
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<tr>
<td>30 dBA DNL ≤ x &lt; 35 dBA DNL</td>
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<tr>
<td>25 dBA DNL ≤ x &lt; 30 dBA DNL</td>
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<tr>
<td>20 dBA DNL ≤ x &lt; 25 dBA DNL</td>
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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

Altitude Comparison

Big Sur

SERFR

Altitudes in FT MSL
- 0 – 50
- 50 – 100
- 100 – 150
- 150 – 200
- 200 – 250
- 250 – 300
Other Solutions as Identified by the Select Committee
BRIXX
June 2016: BRIXX and SERFR
June 2016: BRIXXX tracks

An additional 9% are vectored off prior to JILNA

67% of BRIXXX are vectored off the BRIXXX prior to LUYTA