

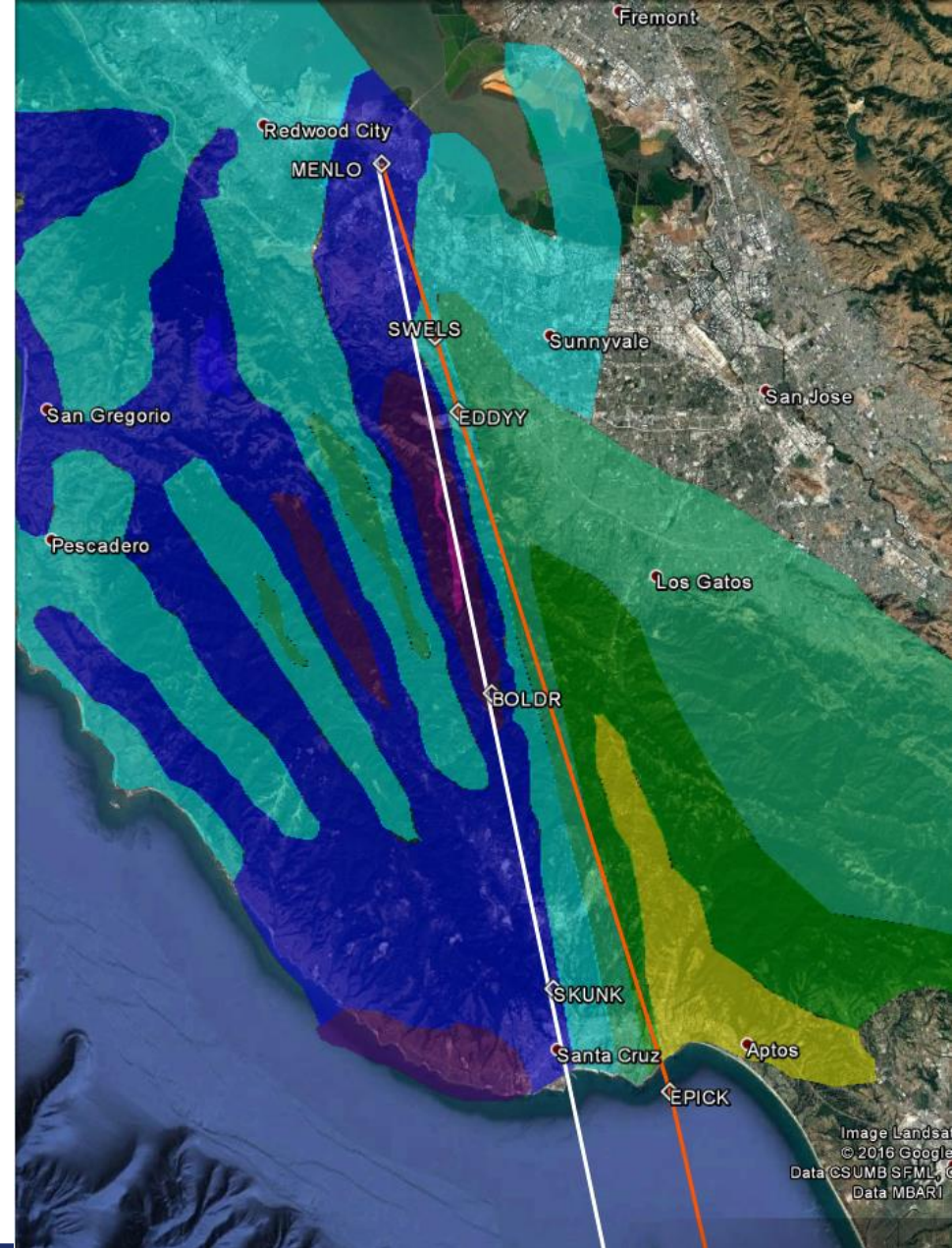
Noise changes associated with notional DAVYJ, in comparison with current conditions

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










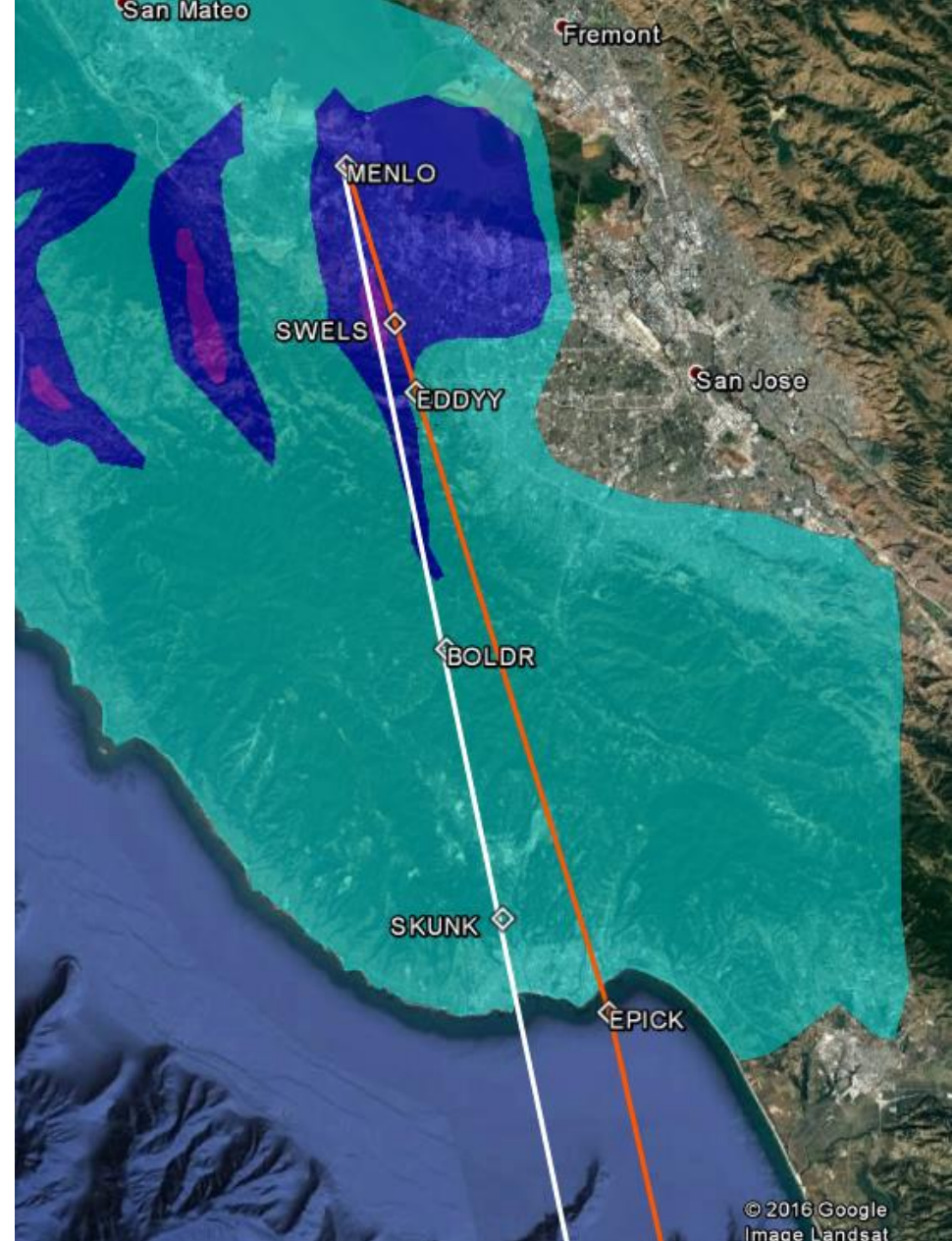
Noise changes associated with notional DAVYJ in comparison with 2014 conditions

Key

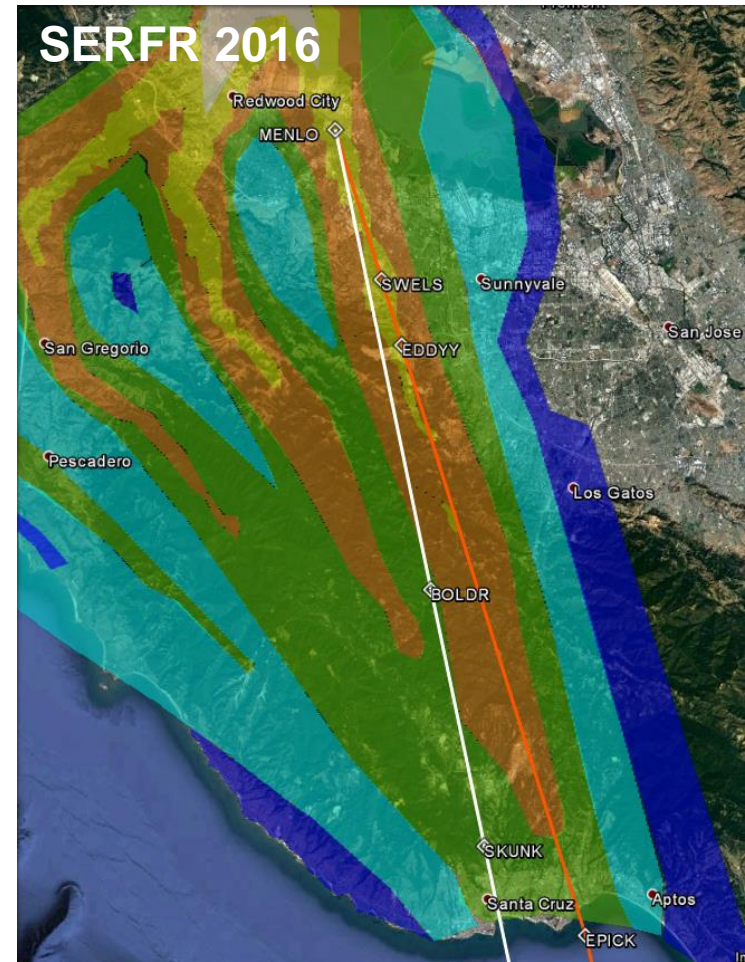
-  SERFR ground track
-  Notional DAVYJ ground track

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



Noise comparison



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



Federal Aviation
Administration

Noise Modeling Methodology:

TRACK DATA

SERFR Traffic: Used for modelling noise on SERFR and proposed DAVYJ:

The intent was to provide the most current average annual day usage of the SERFR. The actual data sampled was 60 random days from Aug 2015 – July 2016. This is based upon ATO guidance for noise modelling.

BSR Traffic: Used for modelling noise on baseline BSR tracks:
The intent was to provide an average annual day usage of the BSR from the last whole year that the BSR was used. The actual sample was 60 random days from Jan – Dec 2014.



Noise Modeling Methodology: ALTITUDES

SERFR/BSR Altitudes: All baseline altitudes were based upon measured average altitudes along the BSR/SERFR tracks. These altitudes were typically higher than the published altitudes since they also included the altitudes of those flights vectored off the ground track.

DAVYJ Altitudes: The lower and upper boundaries of the notional DAVYJ were based upon the lowest published altitudes on the SERFR and BSR plates respectively, with the caveat that the altitude at MENLO was fixed at 4,000 ft MSL.



Noise Modeling

Executive Summary

- **The noise contours of the SERFR tracks are slightly higher than for the BSR at comparative positions along the track. This is likely due to slightly lower altitudes (AGL) flown by the SERFR.**
- **There will likely be no discernable change in the noise exposure from BSR to DAVYJ south of BOLDR.**
- **There will likely be discernable increase in noise, compared to current conditions, under the BSR's ground track if the DAVYJ is implemented.**
- **There will likely be a discernable decrease in noise compared to current conditions, under the SERFR's ground track if the DAVYJ is implemented.**

