# THE TRUTH about Quiet Skies NorCal's (QSNC) DAVYJ Factsheet

**QSNC CLAIM: DAVYJ IS AN UPDATED BSUR THAT WILL END SERFR HELL**
DAVYJ is the flight procedure the FAA designed in response to our community feedback, and that will restore the pre-March 2015 ground track of BSUR and fix the descent issues that have been causing the SERFR noise.

**TRUTH: DAVYJ is not an updated BSR. It is a new "notional" flight path that has not been designed, tested, or measured for noise. It may overfly the BSR ground track, however any "descent issue" fixes on DAVYJ, would apply to SERFR as well.**

**Putting an OPD and RNAV on BSR (DAVYJ) is NextGen. Just like SERFR is NextGen. There is no such thing as a NextGen equivalent in the past on BSR. NextGen has louder, repeatable, and much more concentrated traffic than BSR.**

**QSNC CLAIM: DAVYJ USES OPD – "THE QUIETEST WAY TO FLY AN AIRPLANE"**
The FAA repeatedly explained that Optimized Profile Descent (OPD) is "the quietest way to fly an airplane." It allows the planes to descend while their engines are in "idle" mode and follow a continuous descent slope. BSUR was successful for decades because it flew an approximation of OPD. OPD will allow idle-power flight in even more circumstances on DAVYJ than previously flown on BSUR.

**SERFR was designed as, and is, an OPD; BSR was not. The only reason SERFR can't now be flown as an OPD is because of Class B infringement. According to the FAA, until the Class B airspace is amended, neither SERFR nor DAVYJ can be flown OPD, and after amendment, both can. Using QSNC's logic, SERFR should then experience "the quietest way to fly an airplane".**

**QSNC CLAIM: DAVYJ CANNOT AND WILL NOT "SIMPLY SHIFT THE SERFR NOISE"**
SERFR is not currently flown with OPD because of a design flaw - it briefly exits SFO's Class B Airspace. To bypass the flaw, ATC overrides OPD and tells pilots to fly level at 8000' or 10,000', and that's the root cause of SERFR's noise. The whole point of DAVYJ is to fix the Class B conflict and thus eliminate that root cause. Therefore DAVYJ simply cannot be remotely similar to SERFR in terms of noise.

**DAVYJ will not fix the Class B conflict. The FAA has testified that Class B airspace is in the process of being amended to fix the conflict, and that amendment will occur regardless of whether DAVYJ ever comes into existence. The Class B airspace amendment applies to SERFR, and specifically, fixes QSNC's "design flaw".**

Compiled with data from FAA Select Committee meeting presentations and videos, and interviews with airline representatives, noise abatement officials, and jet noise advocacy groups. September 16, 2016

**QSNC CLAIM: DAVYJ will fly at very similar altitudes to BSUR (BSR)**
Because today's airplanes prefer a slightly flatter approach for quiet flight (BSUR is 30 years old!), DAVYJ flies a tiny bit lower than BSUR did. Some groups seized on this negligible altitude difference to claim that DAVYJ will be comparable to SERFR. This is highly misleading. Here are the facts:

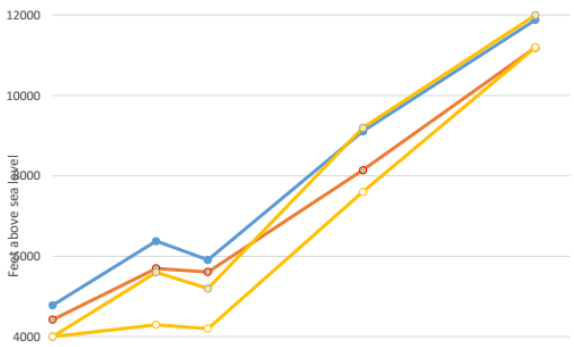
- At waypoint **SKUNK** (just before Felton) DAVYJ is only 300' lower (out of 12,000') - and with greater use of idle-power flight – so SLV has absolutely nothing to worry about.
- At waypoint **BOLDR** (midway between Highways 9 and 17, in line with the Lexington Reservoir) DAVYJ is 800' lower (out of 10,000') - equivalent to a 0.8 dB impact if you're directly underneath and 0.2 dB if you're 3 miles away. However, waypoint BOLDR gains the most out of OPD since that's where the noisy flat spot used to be on BSUR, and this spot is eliminated with OPD.
- At waypoint **MENLO** (over Palo Alto) DAVYJ is at 4000', same as BSUR was for instrument approaches. Visual approaches used to fly at 5000' over MENLO, but are now discouraged, and this has nothing to do with BSUR, SERFR, or DAVYJ.

We actually expect DAVYJ to be a little bit quieter than BSUR was, but one thing is absolutely certain - DAVYJ has nothing in common with SERFR, does not suffer from its design flaw, and cannot possibly be similar in noise impact.

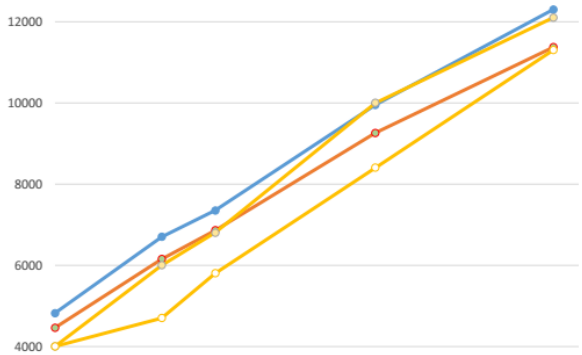
**According to the FAA's altitudes from their Select Committee meeting slides presented at the August 4 meeting, the path comparisons show that DAVYJ:**

- **flies lower than BSR in all locations**
- **is equal to SERFR near the coast**
- **is significantly lower than SERFR at the Santa Cruz County summit and is even lower over Los Altos and Palo Alto towards MENLO**

**SERFR vs BSR vs DAVYJ** Source: FAA August 4, 2016




**Above Ground Level**




**Mean Sea Level**

Compiled with data from FAA Select Committee meeting presentations and videos, and interviews with airline representatives, noise abatement officials, and jet noise advocacy groups. September 16, 2016

**QSNC CLAIM: DAVYJ WILL NOT BE ANY MORE CONCENTRATED THAN BSUR WAS**

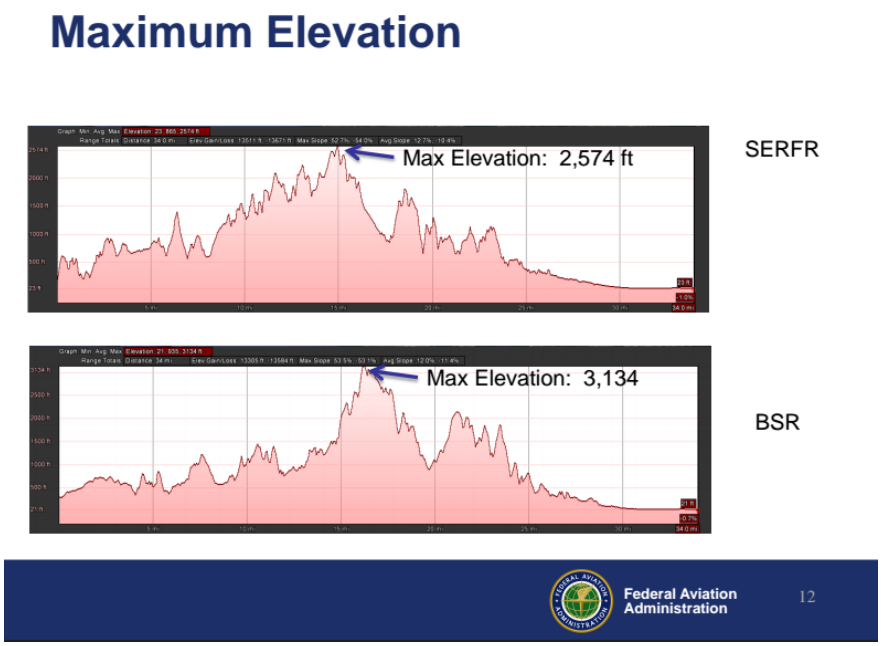
Despite persistent common misconception, BSUR was as busy and concentrated as SERFR is today. The only difference is SERFR is louder, so people naturally perceive it as more concentrated.

**According to airline flight data, traffic on the SERFR corridor increased 38% to 60%. While total traffic arriving at SFO from all routes has not increased significantly, traffic over the Bay and to the east has decreased and traffic over SERFR has increased. The additional planes came from locations such as Phoenix, Houston, Austin, and Miami as well as Santa Barbara, San Luis Obispo, Monterey, and Santa Maria. The Mid Peninsula also saw large increases in northern arrivals and oceanic flights, further exacerbating noise.**

**QSNC CLAIM: THE DAVYJ GROUND TRACK PUTS MORE SPACE BETWEEN COMMUNITIES AND PLANES**

The Summit communities lie 5000' below and directly underneath SERFR. Felton lies 11,500' below DAVYJ and a mile to the west. Boulder Creek lies 10,000' below DAVYJ and 3 miles to the west. There is simply no comparison.

**False equivalence. This FAA slide shows that summit altitudes under BSR are higher (3,134') than summit altitudes under SERFR (2,574'). Yet, QSNC compares low lying Felton river basin elevation (285') under BSR to the highest summit point under SERFR (2,574'). QSNC organizers appear to be uncomfortable acknowledging that San Lorenzo Valley communities lie under BSR and that those towns have widespread populations upslope from the river and into the higher mountain elevations.**




Compiled with data from FAA Select Committee meeting presentations and videos, and interviews with airline representatives, noise abatement officials, and jet noise advocacy groups. September 16, 2016

**QSNC CLAIM: "FIX IT IN PLACE" WILL NOT SOLVE THE NOISE ISSUE**

Even though OPD is the quietest way to fly an airplane, the Summit communities are merely 5000' below the SERFR track and will experience significant impact. Residents did not buy a house under a flight path. It has always been clear that if the FAA fixed SERFR's noise problem, the ground track should go back.

**See FAA slide above. BSR summit is at a higher elevation than SERFR summit. Regarding residential home purchases - prior to March 2015 environmental disclosure reports indicated distance from airport. After March 2015 local disclosure reports added language about flight paths. Avigation easements are not a legal argument here. Also, it has never "been clear that…the ground track should go back". Shifting a NextGen flight path over the existing BSR ground does NOT return residents to pre-NextGen conditions. It just moves low, loud, concentrated NextGen to other communities.**

**QSNC CLAIM: THE DAVYJ/BSUR GROUNDTRACK IS A "KNOWN GOOD"**

Forget predictions. We know for a fact the idle-power flight, at very comparable altitudes, and over the BSUR track, generated practically zero noise complaints for over 30 years. That's a fact, and is the closest thing to a guarantee we can reasonably expect.

**FALSE. DAVYJ is a "notional" flight path that has not yet been designed or vetted. It is a NextGen flight path that has been described by FAA officials as "similar to SERFR" and "it's going to look a lot like SERFR". Their charts indication worse than SERFR at summit at to the north. Idle power flight is achievable on SERFR. A "ground track" does not indicate "known good". At issue is noise from concentration, altitude, and procedure.**

**QSNC CLAIM: DAVYJ DOES NOT MOVE NOISE**

The act of moving noise happened on March 5, 2015. We're saying that the ground track should never have been moved, and asking to cancel that move. The fact that SERFR also had a broken descent profile complicated matters, but now that DAVYJ fixes that problem, the "do no harm" option is to undo the move. We're taking the flight track to exactly where it was before, under the best possible approximation of the descent profile that existed at the time.

**DAVYJ will fix neither SERFR's nor DAVYJ's broken descent profile. The descent profile for both will be fixed only through amendment of the Class B airspace, a process which is currently underway. Also, DAVYJ is not BSR. DAVYJ is NextGen with its accompanying concentration, low altitudes, and procedures. Communities under BSR never had a NextGen flight path. This comment "we're taking the flight track to exactly where it was before" is patently false. The "notional" DAVYJ does not resemble BSR except, possibly, for ground track. All else will resemble SERFR in some locations and be far worse than SERFR in most locations.**