April 27, 2026

Dear Members of the SFO Roundtable Technical Working Group,

We offer the following comment regarding your April 29 meeting - agenda item #4 "Fly Quiet Program – Review of Final Program" that we hope you will consider.

As some of you may recall, in the late 1990's the town of Woodside, in coordination with the SFO Roundtable, asked the FAA to remove the Oceanic flight path (flights from Asia bound for SFO and OAK) previously overflying Filoli Gardens and move it to Mid-Peninsula residential neighborhoods. SFO and Roundtable leadership have not taken responsibility for the resulting impacts, particularly the nighttime noise burden on cities with a significant population including many youth and elderly. The SFO Noise Office once suggested that bigger planes need to go farther south to turn which puzzled aviation experts, who noted that speed, not aircraft size, is the determining factor of where to turn.

The records are unambiguous about why the Oceanic flight path that safely serviced SFO and OAK by crossing over Woodside was moved to instead overfly Palo Alto and MidPen. On August 12, 1997, the San Francisco Examiner stated that the change was for Woodside residents *"to sleep more soundly*." We documented this action in our input to the FAA on the agency's environmental rule 1050.1G (see page 4 of our letter). In addition, in 2014 FAA personnel noted the noise shift "off the record" at the Nextgen EA workshops, and San Carlos Airport personnel from the 90's recall that the Oceanic traffic "disappeared." Ironically, when Oceanic flights crossing Woodside were shifted south, one mitigating feature was that altitudes would be higher over MidPen but Nextgen procedures later forced them lower.

At your meetings earlier this year, your Vice-Chair representing Woodside commented that he gets "zero" complaints from Woodside, understandably, and would rather that the Roundtable's Fly Quiet program help the greatest number of people closer to the airport. In fact, the SFO Roundtable has long influenced SFO/FAA/airline and congressional attention to address Woodside and Portola Valley's concerns. San Mateo cities also used their seats on the Select Committee on South Bay Arrivals to exert influence. Nevertheless, at the Select Committee, now a decade ago, the FAA acknowledged Mid-Peninsula concerns about night time noise; offered real solutions to our communities - that require SFO and airline involvement - but this has been ignored. The densely populated Mid-Peninsula needs to have a noise-abating night time program.

Given that SFO, FAA, and your body do not announce or disclose initiatives that can negatively impact other communities, SFO and your body should please clearly and visibly disclose the program's limitations. Permanent noise monitors currently end at Redwood City. As a result, **the areas that generate the majority of SFO noise complaints and are highly populated receive neither adequate data collection, meaningful analysis, nor targeted noise mitigation measures**. SFO and the airlines need to have transparency about these inadequacies, and address Mid-Peninsula noise concerns with urgent attention to night time impacts.

Thank you,

Sky Posse Palo Alto

Copy:

Palo Alto City Council

Elected representatives

FAA Western Regional Office

SFO Director

San Francisco Board of Supervisors