Chair Rainaldi and Members of the Roundtable,

Please accept this written public comment for Item 2 of the October 7, 2026 meeting.

I live in San Mateo Park. Nighttime aircraft noise has become a serious problem for our family's sleep and quality of life. SFO arrivals pass over our home as we try to fall asleep, sometimes several within a few minutes, and start again around 5 a.m., waking us long before we need to get up. We rarely get a full night of uninterrupted sleep, and we feel it the next day. This is not occasional: on every one of the 61 nights we reviewed, at least nine arrivals passed within 3 km of our home, most of them below 10,000 feet.

SFO's WebTrak data for August–September 2026 (10 p.m.–8 a.m.) shows:

• An average of 20 SFO arrivals per night within 3 km of our home: 8 between 10 p.m. and midnight, and 9 between 5 and 8 a.m.

• An average altitude of about 9,800 feet, with 59% below 10,000 feet.

• 77% of nighttime downwind arrivals flew over the Peninsula rather than down the Bay.

In 2017–2018 the FAA committed to prefer "down the Bay" routing at night. Yet SFO's own Director's Reports show the Down-the-Bay share falling from 30–40% in 2025 to 11–13% in April–July 2026.

We ask the Roundtable to:

1. Prioritize the "BDEGA Down the Bay" item on the Roundtable Work Plan by formally asking the FAA to restore its nighttime Down-the-Bay preference now that Runway 1R/19L has reopened, and to report back at the December 2 meeting.

2. Ask SFO to add a nighttime (10 p.m.–7 a.m.) Down-the-Bay figure to the monthly Director's Report.

3. Ask SFO to place a portable noise monitor in San Mateo Park.

Our full data report is attached.

Lily Liu

San Mateo Park, San Mateo

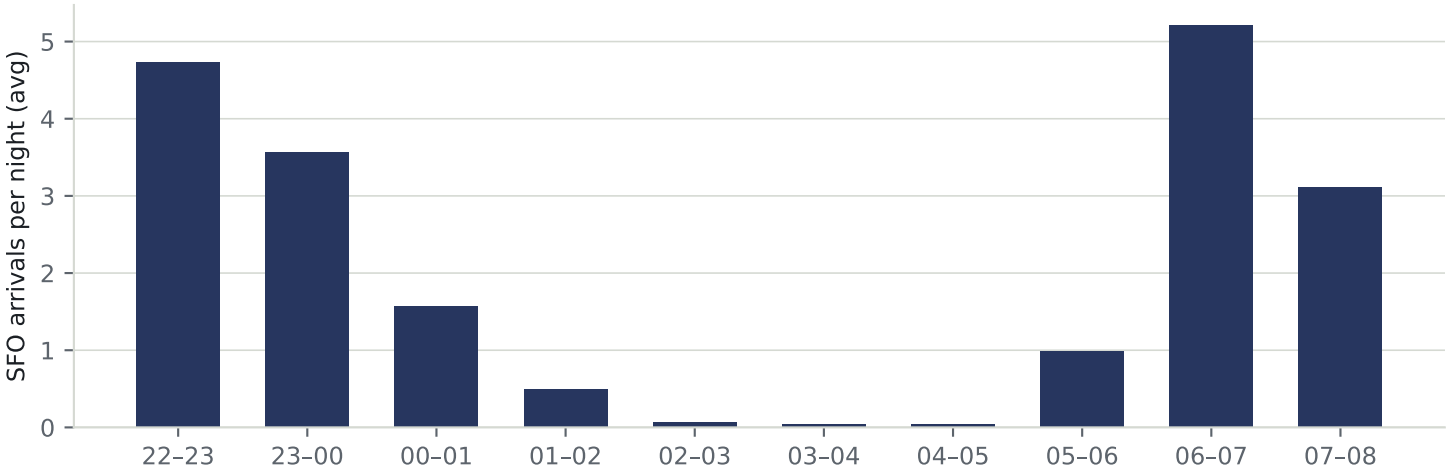
Overnight Aircraft over San Mateo Park

San Mateo Park, San Mateo, CA · 2026-08-01 to 2026-09-30 nights, 10 p.m.–8 a.m. Pacific · Source: SFO WebTrak

SFO arrivals within 3 km per night (average)	**19.9**
10 p.m.–midnight (average)	**8.3**
5–8 a.m. (average)	**9.3**
Busiest night	**2026-08-09 (38 SFO arrivals)**
Average altitude, SFO arrivals	**9,783 ft**
Lowest altitude, SFO arrivals	**2,657 ft**
SFO arrivals on the west (Peninsula) downwind	**77% (1248 of 1620 downwind arrivals)**

Key finding. NorCal TRACON updated its SOP in 2017 (reinforced by a March 2018 Notice) to prefer routing nighttime arrivals from the north "down the Bay". In August–September 2026, 77% of SFO nighttime downwind arrivals instead flew southbound over the Peninsula, and an average of 20 SFO arrivals per night passed within 3 km of our home at an average of 9,783 feet.

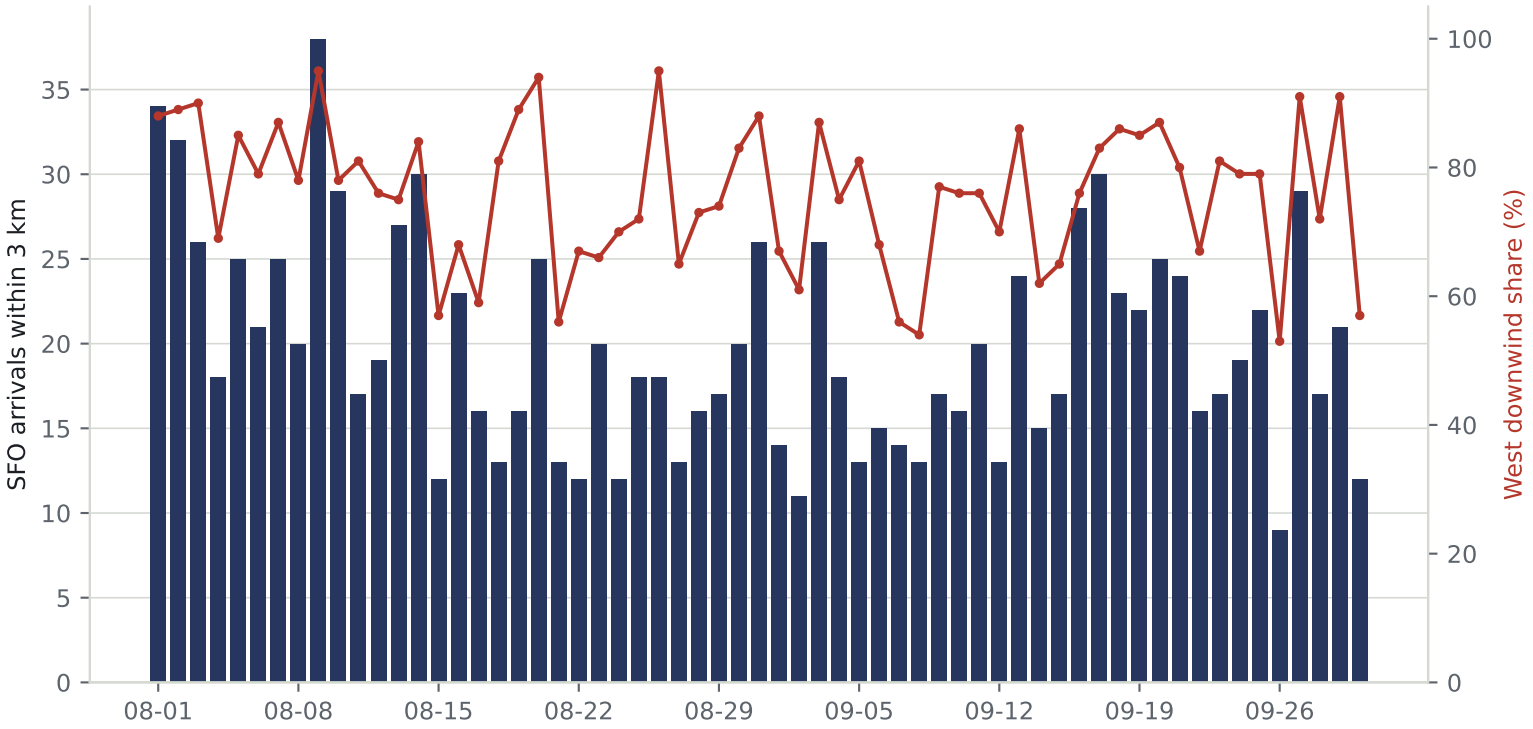
Average SFO arrivals within 3 km, by hour

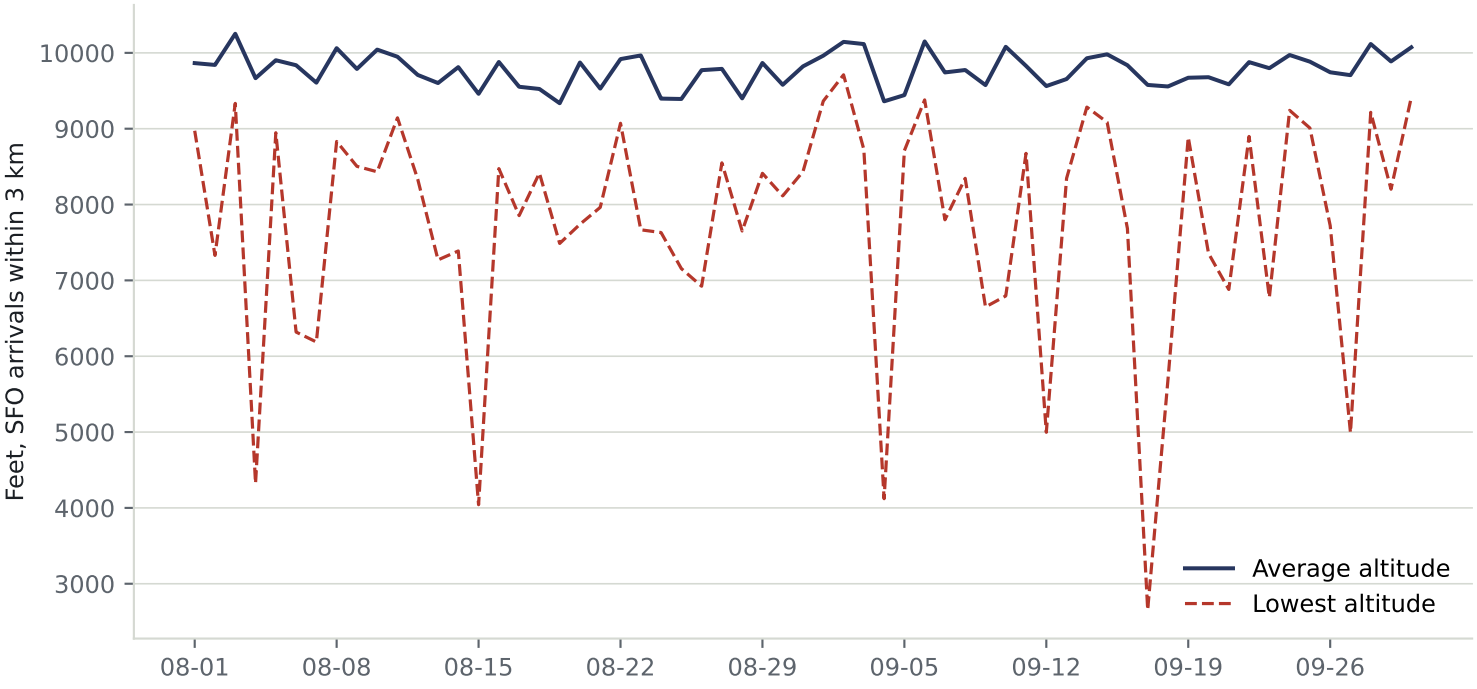


Method. Every 30-second WebTrak data file between 10 p.m. and 8 a.m. was downloaded for each night. Only SFO arrivals are counted. "Over our home" means the aircraft's closest radar position was within 3 km of our home in San Mateo Park; altitude is at that point (WebTrak reports meters; converted to feet). West/east downwind: an SFO arrival is counted as west if any southbound track point (track 100–220°, from consecutive radar positions) lies over the Peninsula (lon −122.45 to −122.30, lat 37.42–37.62), otherwise east if southbound over the Bay (lon −122.24 to −122.05); this is a track-based classification, not the filed arrival procedure. Helicopters are excluded. Missing data files: 0 of 73200.

Night by Night

SFO arrivals within 3 km (bars) and share of SFO downwind arrivals using the west (Peninsula) leg (line)





Nightly Detail

SFO arr. <3km: SFO arrivals within 3 km of home, 10 p.m.–8 a.m. · Avg/Min ft: their altitude near home
SFO arr.: all SFO arrivals that night · West/East: southbound downwind over the Peninsula / over the Bay

Night of	SFO arr. <3km	10p–12a	5–8a	Avg ft	Min ft	SFO arr.	West	East	West %
2026-08-01	34	17	12	9,865	8,973	139	35	5	88%
2026-08-02	32	12	12	9,841	7,329	168	33	4	89%
2026-08-03	26	12	11	10,252	9,334	156	28	3	90%
2026-08-04	18	8	8	9,666	4,324	126	20	9	69%
2026-08-05	25	13	11	9,903	8,947	128	28	5	85%
2026-08-06	21	12	8	9,837	6,319	155	23	6	79%
2026-08-07	25	13	8	9,607	6,188	142	27	4	87%
2026-08-08	20	7	12	10,062	8,832	122	21	6	78%
2026-08-09	38	15	14	9,788	8,504	164	38	2	95%
2026-08-10	29	13	8	10,043	8,432	147	29	8	78%
2026-08-11	17	5	11	9,949	9,144	96	17	4	81%
2026-08-12	19	7	11	9,709	8,333	103	19	6	76%
2026-08-13	27	11	9	9,602	7,270	133	27	9	75%
2026-08-14	30	13	9	9,812	7,388	138	31	6	84%
2026-08-15	12	7	4	9,460	4,042	85	13	10	57%
2026-08-16	23	7	10	9,880	8,474	137	23	11	68%
2026-08-17	16	7	5	9,553	7,854	118	16	11	59%
2026-08-18	13	5	8	9,524	8,415	86	13	3	81%
2026-08-19	16	6	9	9,336	7,487	88	16	2	89%
2026-08-20	25	11	10	9,873	7,740	133	29	2	94%
2026-08-21	13	8	4	9,529	7,963	116	14	11	56%
2026-08-22	12	3	8	9,918	9,072	92	12	6	67%
2026-08-23	20	9	10	9,966	7,667	133	21	11	66%
2026-08-24	12	8	3	9,397	7,631	106	14	6	70%
2026-08-25	18	3	11	9,392	7,156	74	18	7	72%
2026-08-26	18	6	11	9,772	6,923	86	18	1	95%
2026-08-27	13	7	4	9,789	8,550	117	13	7	65%
2026-08-28	16	7	8	9,400	7,651	94	16	6	73%
2026-08-29	17	5	11	9,867	8,412	90	17	6	74%
2026-08-30	20	9	8	9,579	8,114	114	20	4	83%
2026-08-31	26	17	5	9,822	8,435	117	29	4	88%
2026-09-01	14	4	9	9,963	9,364	79	14	7	67%

Nightly Detail

SFO arr. <3km: SFO arrivals within 3 km of home, 10 p.m.–8 a.m. · Avg/Min ft: their altitude near home
SFO arr.: all SFO arrivals that night · West/East: southbound downwind over the Peninsula / over the Bay

Night of	SFO arr. <3km	10p–12a	5–8a	Avg ft	Min ft	SFO arr.	West	East	West %
2026-09-02	11	3	8	10,145	9,711	92	11	7	61%
2026-09-03	26	11	9	10,116	8,727	145	27	4	87%
2026-09-04	18	12	6	9,361	4,121	115	18	6	75%
2026-09-05	13	4	9	9,443	8,711	76	13	3	81%
2026-09-06	15	9	6	10,151	9,380	91	15	7	68%
2026-09-07	14	5	9	9,742	7,799	113	14	11	56%
2026-09-08	13	1	11	9,774	8,346	78	13	11	54%
2026-09-09	17	5	11	9,575	6,650	88	17	5	77%
2026-09-10	16	7	7	10,080	6,795	94	16	5	76%
2026-09-11	20	7	13	9,828	8,675	96	22	7	76%
2026-09-12	13	4	8	9,562	4,997	88	14	6	70%
2026-09-13	24	10	14	9,655	8,346	122	25	4	86%
2026-09-14	15	7	7	9,929	9,285	93	16	10	62%
2026-09-15	17	4	8	9,981	9,085	85	17	9	65%
2026-09-16	28	13	13	9,837	7,684	106	28	9	76%
2026-09-17	30	14	14	9,577	2,657	135	30	6	83%
2026-09-18	23	11	12	9,557	5,692	109	24	4	86%
2026-09-19	22	9	9	9,672	8,888	85	22	4	85%
2026-09-20	25	14	10	9,679	7,356	142	26	4	87%
2026-09-21	24	11	10	9,585	6,880	111	24	6	80%
2026-09-22	16	4	11	9,878	8,898	83	16	8	67%
2026-09-23	17	6	10	9,798	6,775	93	17	4	81%
2026-09-24	19	7	11	9,972	9,242	112	19	5	79%
2026-09-25	22	8	11	9,884	9,009	112	22	6	79%
2026-09-26	9	2	7	9,744	7,723	81	9	8	53%
2026-09-27	29	14	13	9,706	4,993	140	30	3	91%
2026-09-28	17	7	9	10,117	9,216	108	18	7	72%
2026-09-29	21	6	13	9,887	8,202	85	21	2	91%
2026-09-30	12	5	7	10,073	9,413	100	12	9	57%

Dear Chair and Roundtable Members,

I am a resident of Burlingame [redacted], Burlingame, 94010) writing in support of the request raised by Millbrae resident Isaac Lo: that SFO and the FAA continue avoiding takeoffs on Runways 1L/19R and 1R/19L between 11:00 PM and 7:00 AM after the runway rehabilitation ends, whenever operationally feasible and safe.

During the closure of Runway 1R, departing traffic shifted to the 28s, and the difference in our neighborhood was noticeable — the engine run-up and takeoff backblast that used to carry into our area, including late-night and early-morning hours, largely disappeared. With 1R back in service, that noise has returned.

I understand safety and operational efficiency come first, and I am not asking for the permanent removal of a runway from nighttime use. I am asking the Roundtable to advocate for what Mr. Lo proposed: a standing preference against 1L/1R nighttime takeoffs unless weather, traffic, or safety requires them. Even partial continuation of the closure-period pattern would meaningfully improve sleep quality for communities south and west of the field.

Thank you for your work on this issue.

Sincerely,

Yizhe Chen
[redacted] Burlingame, CA 94010