

One change you may notice, we are asking to have “mitigation product” instead of “mitigation equipment,” only because we refer to mitigation products but the term “equipment” was not understood by our noise team. We also removed “through testing,” since our noise folks indicated that the packages that are failing due to poor installation or manufacturer defect are visibly failed or can be easily verified by a contractor.

Approve of this change and it could be expanded to define mitigation products to include, but not limited to: attic insulation, acoustical windows and doors, fireplace dampers, attic fans, “fresh-air” wall inserts; and in some instances air conditioners.

(5) An individual property may be provided benefits by the port district under each of the programs described in subsections (1) through (4) of this section. However, an individual property may not be provided benefits under any one of these programs more than once, unless the property (is):

(a) Is subjected to increased aircraft noise or differing aircraft noise impacts that would have afforded different levels of mitigation, even if the property owner had waived all damages and conveyed a full and unrestricted easement; or

(b) Was eligible for mitigation products, ~~equipment~~ previously offered to homeowners pursuant to the remedial program under this chapter by the port district located in a noise contour of 65 dB DNL or greater.

© Is now eligible for repair and replacement of mitigation products, that is in need of a repair or replacement that are determined through testing to no longer achieve the noise reduction level for which they were originally intended based on the aviation easement filed for said property that are determined, through visual inspection by a qualified civil or mechanical engineer, retained by the port district.

1. Explanation: Deleted structures, since sound insulation programs do not include installing structures.

2. Explanation: The POS language would eliminate approximately 40% of all residences previously treated with sound insulation products and does not address residents who want soundproofing now, but declined the offer earlier.

3. Explanation: FAA regulations in place when earlier installations by the POS occurred DID NOT REQUIRE noise testing to qualify for the program; however, they were updated in 2015 to require both pre- and post-noise testing but homeowners with failed products should not be penalized for FAA program changes in 2015 that would eliminate 40% of residences if POS language was accepted.

i. Port districts choosing to exercise the authority under (5)(b) are required to enlist assistance from professional certified civil or mechanical

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Take a look and let me know what you think. I am on campus until 11am tomorrow and could discuss if everyone wanted to gather briefly.

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engineers qualified to determine whether package failure resulted in additional hazards or structural damage to the property.

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Explanation: Many construction contractors are not qualified to determine whether package failures caused additional hazards or structural damages to the property. Best to hire professional civil or mechanical engineers for this purpose.

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Eric fitch
State Government Relations Manager
Port of Seattle
P: 206-787-3199
C: 206-369-4968
E: efitch.e@portseattle.org

KCIA's Sound Insulation Program

SHARYN PARKER <sparkward@comcast.net> 7:41 AM

To Amanda Wyma-Bradley

SHARYN PARKER <sparkward@comcast.net> 7:41 AM

To Amanda Wyma-Bradley

Good morning Amanda,

Before our telephone conversation at noon today, I thought I would jot down some comments in response to your questions; and we can speak in more detail later. (King County International Airport at Boeing Field: KCIA--aka BFI--Boeing Field International.)

Background: In 1985, SEA initially used what is termed in FAA literature as the "single parcel" approach to install a noise insulation system, consisting of double-pane windows, solid core wood doors, and attic insulation. Homeowners were provided with a list of contractors to choose from and then select their choice for a contractor. Inconsistent workmanship and poor quality control were common using this approach; not to mention that the window contractor the airport selected was not bankrupt in the process. Not surprising, this approach has not been adopted by any other airport but SEA.

Background: In 1985, SEA initially used what is termed in FAA literature as the "single parcel" approach to install a noise insulation system, consisting of double-pane windows, solid core wood doors, and attic insulation. Homeowners were provided with a list of contractors to choose from and then select their choice for a contractor. Inconsistent workmanship and poor quality control were common using this approach; not to mention that the window contractor the airport selected was not bankrupt in the process. Not surprising, this approach has not been adopted by any other airport but SEA.

In today's mitigation systems, attic fans or other fresh air ventilation, 3-ply glass and vinyl acoustical windows, and tests of "air balance" within the home at the completion of construction are now part of the insulation package. Over time, it was discovered that--without the installation of a fresh-air intake system, mold and mildew would accumulate because the interior space in a home was tightly sealed since all areas where noise leaks occurred would be closed off. Also, in SEA's early program, sometimes only the areas of a home facing the airport would be sound proofed! Fortunately, their program is now streamlined and consistent with what other airports have researched and developed over the years.

King County (KC) used a bidding method--where residents were "bundled" to include between 5-50+ homes) all ready-to-go, and noise-qualified homes--into bid "packages". At any given time, there might be 2-4 bid packages being bid and under construction. KCIA purchased building permits from local jurisdictions where noise-qualified homes were located (Seattle and Tukwila) who followed-up at the conclusion of construction by conducting inspections of completed homes. KCIA could not "close-out" a bundled package until all homes were signed off by homeowners, contractors, and local building inspectors. KCIA also hired an architectural firm that performed oversight responsibilities listed below:

1. Conducted on-site home assessments, then produced drawings of each individual home and revealed locations and types of windows, doors, electrical and mechanical improvements (if any), attic insulation, fireplace dampers, replacement of knob-and-tube attic electrical systems, and placement of an attic ventilation system or other fresh air in-take device.
2. Held frequent meetings (sometimes weekly, always bi-weekly) with construction contractors that monitored the progress and success of timeliness (two weeks construction assigned to each home); and would trouble-shoot any obstacles or discovery of unknown issues.
3. Conducted quality control inspections (pre and post-) of construction work, punch-lists of outstanding, unresolved issues, continuous communication with homeowners to insure satisfaction with quality of work completed.

The Sound Insulation Program Manager attended all construction meetings, conducted all homeowner briefings, met with homeowners when legal contracts, including when avigation easements were signed, and arranged for translators to work with homeowners for complete program understanding and published all program materials in six languages.

warranties for equipment provided to homeowners