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Replacement and Second Chance Noise Insulation Initiative

The San Francisco International Airport's (SFO) Replacement and Second Chance Noise Insulation Initiative is intended to provide acoustical improvements to qualifying residential properties that meet certain eligibility requirements. These improvements are offered at no cost to eligible property owners.

This initiative has two main components, as follows:

- **Second Chance Initiative:** This initiative gives a second chance to participate in the Noise Insulation Program (NIP) to owners that did not participate in previous phases of the NIP.
- **Replacement Initiative:** This initiative provides repair or replacement of eligible acoustical improvements to residential properties that were insulated in previous phases of the NIP, where the improvements have failed.

To be considered, the property must be located inside a specific noise boundary corresponding to the area where the average daily aircraft noise level is equal to or greater than 65 decibels. This contour is designated as the 65-dB CNEL noise contour in the [SFO Noise Exposure Map](#), as accepted by the FAA. Future phases of this Initiative may consider properties outside this noise contour on a case by case basis, depending on the dwelling's proximity to the 65-dB contour and availability of funds.

Second Chance Noise Insulation: Owners of residential properties who were not interested in participating in previous phases of the NIP, or were non-responsive to invitations to participate, may be considered for inclusion in the Second Chance Initiative if they express their desire to participate and meet all the eligibility requirements. Specific eligibility criteria include:

- The structure and significant additions must have been built before October 1, 1998.
- Preliminary eligibility is confirmed after a physical survey of the property.
- Final eligibility is confirmed based on the results of acoustical tests conducted in habitable rooms of the property.
- The owner(s) of the property must grant a perpetual avigation easement on behalf of SFO and the City & County of San Francisco.

The extent of noise insulation and the types of improvements depend on certain factors, per FAA requirements and guidelines. If eligible for full noise insulation, allowable improvements may include window and door replacement, caulking, weather-stripping, and installation of central fresh air ventilation (if the residence does not already have central ventilation).

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[Download the Second Chance Application](#)

Replacement Noise Insulation: This initiative is for residential properties that received acoustical improvements in prior phases of SFO's NIP but the improvements have failed. Improvements may be eligible for repair or replacement subject to the following criteria:

- Only acoustical improvements originally installed as part of SFO's NIP are potentially eligible for repair or replacement under this initiative.

- Preliminary eligibility must be determined based on a site visit by SFO to determine the condition of original improvements for which the owner is requesting repair or replacement.
- Improvements that failed due to neglect, lack of maintenance, improper handling, or accidental causes are not eligible for repair/replacement.
- Eligibility for replacement of previously installed improvements will be determined based on acoustical testing to confirm if product deficiency has resulted in excessive interior noise level in the room in which the product was installed.
- Generally eligibility will be limited to only those rooms that are considered habitable per FAA policy that is current at the time that the home is being considered for improvements.
- No repair/replacement will be undertaken unless owners have provided or concurrently provide perpetual avigation easements for the benefit of SFO / City & County of San Francisco.

Types of insulation improvements installed in previous phases of the NIP that may be eligible for repair or replacement:

- Prime windows with or without storm windows
- Prime sliding glass doors with or without storm door
- Prime exterior doors with or without storm door
- Fresh air ventilation systems

[Lookup Property & Apply Online](#)

[Download the Replacement Application](#)

To determine your property's preliminary eligibility, or request additional information, please contact:

C. Kell-Smith & Associates, Inc.

Aircraft Noise Insulation Office

Tel: 650.827.3900

Email: info@kell-smith.com

You may submit an application, via email to info@kell-smith.com.

Dear Mr. Cripe,

Following up on tonight's Burien Airport Committee meeting, I am asking that the League Of Quiet Skies Voters (LOQSV) can reach out to fellow groups across the United States and gather information on noise mitigation programs in their cities. Again, the idea being to develop some comparative data, even if it is only anecdotal on how each airport operator handles their programs.

As I said, my colleague Paula likens the commercial aviation business like the healthcare business in that it's very difficult to get comparative data so consumers cannot tell which hospitals are 'better'. We in Seattle tend to think we are 'progressive' and therefore doing a pretty good job in most areas and I know the Port Commissioners just assume that is the case when it comes to noise mitigation. But how do we present them with evidence.

I'm going to suggest one starting point: [The Port Of Seattle Homeowners Handbook](#). Here is a link to a sample from the 1990's. **We'd like to get copies of similar handbooks from homeowners near major airports all over the country.** Can you help us get that? I think it would be very interesting to compare such handbooks from the twenty largest airports.

I'd also like to know about the materials used. We know that the Port did not use great materials in the beginning. (they have since improved quite a bit.) We want to know about warranties. How long were the warranties? We want to know about complaints. Did any airports have any system of compensation or replacement? How often did each airport do Part 150 studies? How often did homeowners have to wait to get their homes evaluated?

And perhaps your colleagues can come up with other (even better) suggestions?

I recognize that this might seem like a lot. I hope I'm not asking too much. However the Port has a great power over us from a legal standpoint. But they also have a great power over us because they know things about the aviation world we do not. If we had better information on how residents were being treated at other airports (something which should not be too hard to find out in 2019 if we all work together) I think this could have a great impact on how they treat us. I believe they cannot tolerate being found out as treating us poorly relative to other airports. I base that belief on their own marketing materials where they are *constantly* touting how much better they are doing than other airports in so many ways. They are exceedingly proud and will not stand being properly shamed with information clearly showing how poorly they perform when compared with their peers.

Please let me know how I can assist you in this effort. I know you've got a zillion things going on and appreciate your efforts greatly.

Best,

-JC

PS: It was your original photocopy of that article from ALPA magazine that gave me the idea to start researching and comparing AIP grants between major airports. Like everyone else, until that moment I just *assumed* that Sea-Tac was performing about as well as every other airport. In fact, I just assumed that all airports doled out noise mitigation at about the same rates. It's a funny thing how one stumbles across interesting ideas.