



PORT OF OAKLAND

Aircraft Noise 101 Workshop

Co-Sponsored By

Port of Oakland

And the

Oakland Airport-Community Noise Management Forum

Wednesday, October 17, 2007

Oakland International Airport - Terminal 1 - Second Floor

- 4:00 to 5:00 p.m. Ground Run-up Enclosure (GRE) Tour
- 4:30 to 5:00 p.m. Concurrent Pre-Workshop Session (repeated during workshop)
Bay Region Air Traffic Control - Harvey Hartman
Oakland Airport-Community Noise Management Forum - Michael McClintock
- 5:00 to 6:00 p.m. HMMH Soundscapes Demonstration
- 5:00 to 6:00 p.m. Buffet Supper (Concurrent with Soundscapes Demonstration)

Main Program (In-Transit Lounge)

- 6:00 p.m. Noise Forum Business Meeting
- 6:30 p.m. Welcome and Workshop Introduction – Steven Grossman, Director of Aviation
- 6:35 p.m. Acoustics and Aircraft Noise Metrics - Vince Mestre
- 7:15 p.m. Airport Noise and Operations Monitoring System (ANOMS) - Wayne Bryant

Concurrent Breakout Program

- 7:30 p.m. Unit A: Stakeholder Roles and Responsibilities - Vince Mestre
Unit B: Oakland International Airport Development Update - Kristi McKenney
- 7:55 p.m. Unit C: Federal, State and Local Aircraft Noise Regulations - Gene Reindel
Unit D: Oakland Airport-Community Noise Management Forum - Michael McClintock
- 8:20 p.m. Unit E: Noise Abatement Procedures & Sound Insulation Program - Gene Reindel
Unit F: Bay Region Air Traffic Control - Harvey Hartman

Main Program (In-Transit Lounge)

- 8:45 p.m. Boeing Aircraft Noise Reduction Technology - Vince Mestre
- 9:00 p.m. Program Wrap-up and Comment Forms

Reservations are required. Parking validated. Please contact Triena Trahan-Taylor at 510-563-2880 or e-mail ttrahan@portoakland.com (Note: Please request program CD or binder.)

PLEASE RSVP BY SEPTEMBER 30, 2007



GROUND RUN-UP ENCLOSURE (GRE)

In 2002, Oakland International Airport opened the airport's "hush house" — the first in California, which reduces noise from engine maintenance by approximately 17 decibels. Formally known as a ground run-up enclosure, the hush house began operation in July 2002. The three-sided structure, located near the center of the airfield, encloses a 325-by-264 foot rectangular area and is large enough to accommodate Boeing 747 aircraft. It is made of sloping zinc-coated steel "Noiseblotter" panels, creating walls that range from 19 to 40 feet in height.

The \$4.2 million facility is used for testing engines, which must be operated at full power, after routine maintenance or repairs. Not only does the "hush house" reduce engine noise, but it also allows airlines to test engines in a wider range of wind conditions than is possible on an open field. Oakland is the fourth airport in the nation to build a hush house. Other installations are in Chicago, Portland and Indianapolis. All have been built by Blast Deflectors, Inc. of Watsonville.

"The primary purpose for constructing the hush house is to accommodate our neighbors, who have been concerned about noise from engine tests needed for safe operation of aircraft," said Steven Grossman, director of aviation for the Port of Oakland. "It was discussed with the Airport Community Noise Management Forum, and there was a consensus that it will benefit nearby residents, as well as the airlines."

The hush house is being paid for from the passenger facility fees levied on all tickets.



HMMH Virtual Soundscape™ Technology

Virtual Soundscapes™ give listeners a realistic sense of how a planned facility or project will sound. HMMH has developed recording and play-back technology so that listeners can hear what a proposed project will sound like. HMMH uses binaural (stereo in-ear microphone) recordings, acoustic models and specialized sound mixing software to create realistic synthesized stereo recordings. These recordings may be presented at meetings using HMMH's wireless headphones (see photo), posted on a project's web site, or distributed on CD's. Virtual Soundscapes™ may also be presented as interactive demonstrations allowing community members to hear and modify future soundscapes.



HMMH can present these recordings at meetings, describing the sounds that are heard, or provide recorded narrations that can accompany and be a part of a web site or of a CD. With Virtual Soundscapes™ HMMH supplements standard decibel analyses with a listening experience that assists in project planning, decision making, and public outreach.

Visit <http://www.hmmh.com/soundscape.html> for an audio demonstration.



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