

FACT SHEET

YVR's Ground Run-Up Enclosure (GRE)

- Vancouver International Airport's Ground Run-up Enclosure (GRE) is the first airport facility of its kind in Canada
- The GRE is a three-sided, open-roofed enclosure designed to reduce aircraft noise from engine run-ups by absorbing and channeling sound up rather than out
- Residents south of YVR will experience a 50 per cent reduction in engine run-up noise, as the facility is expected to reduce noise by approximately 11 decibels
- The GRE is 67 metres wide by 80 metres deep and roughly rectangular in shape
- The enclosure's north and west walls stand 11 metres high and the south wall is 15 metres high to provide additional noise reduction for the closest neighbouring communities
- The walls are constructed of sound-absorbing panels supported by an external frame; they are perforated by several louvered vents on each side for aerodynamic purposes
- Adjacent to YVR's South Terminal, the location was selected for proximity to Airport South operations; control tower sightlines; prevalent winds; and acoustic, economic and environmental benefits
- The GRE provides a glycol collection system for use during winter de-icing operations at Airport South
- More than 3,800 cubic meters of concrete were used to build the enclosure and adjoining apron
- The primary users of the GRE will be Airport South maintenance operators testing propeller aircraft such as Dash-8, Beech 1900, Saab 340, Otter and Metroliners
- The majority of YVR's engine run-up noise complaints are related to propeller aircraft, which constitute 65 per cent of runs-ups at YVR
- The facility will be used primarily at night from 10 PM to 6 AM
- The Airport Authority has invested \$12 million in construction of the GRE as part of its Noise Management Plan
- An aircraft engine run-up refers to the testing of engines at various power settings to ensure all is in good working order. Transport Canada mandates engine run-ups every time an aircraft engine undergoes maintenance.

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For further information:

YVR Media Relations 604.880.9815 ; media_relations@yvr.ca

www.yvr.ca Twitter: @yvrairport

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