VANCOUVER INTERNATIONAL AIRPORT

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FACT SHEET
Vancouver International Airport: Ground Run-Up Enclosure (GRE)

- YVR's Ground Run-up Enclosure (GRE) is the first facility of its kind in Canada, and opened in 2012.
- 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.
- 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 lined with approximately 2,000 sound-absorbing panels supported by an external frame; the walls are also perforated by several louvered vents to allow proper air flow and aerodynamic purposes.
- Over 3,800 cubic metres of concrete were used to build the enclosure and adjoining apron.
- Residents in areas to the south of YVR experience a 50 per cent reduction in engine run-up noise, as the facility reduces noise in some areas by approximately 15 decibels.
- The primary users of the GRE are Airport South maintenance operators testing propeller aircraft such as Beech 1900, Saab 340, Otter and Metroliners.
- Propeller aircraft account for approximately 65 percent of the run-ups performed at YVR each year.
- The facility is the primary location for high power propeller run-ups performed by Airport South operators.
- The GRE also has a built in glycol collection system to allow its use during winter de-icing operations at Airport South.
- The Airport Authority invested $12 million in construction of the GRE as part of work included in the YVR Noise Management Plan.
- An 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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