Mayor Brodie and Council members.
My name is Neil Filipek I live at 5700 gibbons dr, Richmond. I am a pilot with an airline and have been based in YVR for the passed 34 yrs. I am an experienced Float and fixed wing pilot.

I would like council to address the following problems with YVR airport Authority.
Unrestricted night time engine runups
24 hour airport operations
use of reverse thrust on the south runway and not on the north
float plane ops at the south terminal

to incapsulate
Early morning placement of the float aircraft under high pwr settings moving landside to the dock at 4am to 6am. Float ops have an inherant risk when they arrv and dept on the river at altitudes 100' and lower over the residencial neighbourhood of Thompson and the wildlife area of west dyke.Two Elementary Schools are right under this departure path!
I have tried to get the number of float plane movements from the Airport authority and they cannot or will not supply me with that data.
Night time runups of propeller aircraft are cronic.
Approx 4.5% of YVR operations occur between Midnight and 7am. That translates to 43 aircraft movements a night.

In order to approve the second runway The 1991 report from the Environmental panel on the YVR parallel runway project recommended

1) no engine runups between 10pm to 7am
2)a ban on dept between 11pm and 7am
3)use of noise barries to mitigate engine runups and that the panel believes that this commitment be follwed-uo immediately
It goes on to state that there is no effective enforcement process
This is from 1991!!!!

In contrast
The YVR airport authority Noise management report of 2006 now says

There is no intention of stopping night time engine runups
It considers YVR a 24hr operation.
The Float operation isn't even addressed.....

Solututions:
The night time runup solution is to have Ground Runup Enclosure, an example of which I have supplied for your viewing. It proves that it is very affordable and meets or exceeds the operators requirements and expectations.
These are already in use at many major airports in North america and Europe. PDX. Santa Fe, Chicago, New york, Hamburg, Frankfurt, paris London just to name a few.
I approached YVR Airport authority only to be rebuffed when they stated the equip does not exist that would fit in the confines of YVR airport grounds.

No 24hr ops as recommeded in the 1991 report to bring it back to standard and operate responsibly like the rest of the international airports in the world.

Use idle only reverse thrust on the south runway bringing it in line with operations on the north runway. Note that this is already standard with Air Canada Standard Operating Procedures that this airline uses at every airport that that airline serves worldwide. It is not standard with other airlines that operate into YVR

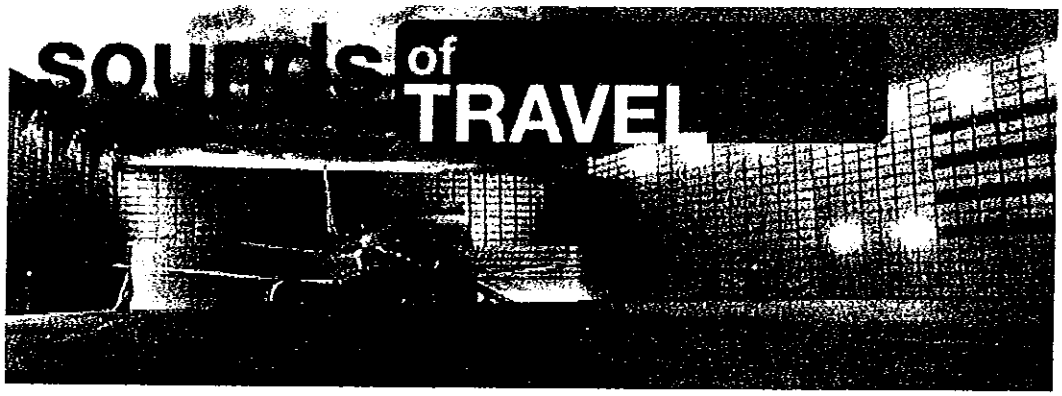
Confer with float pilots for solutions. Change the departure path so as not to affect the two elemntary schools under the float plane depture path. Restrict the landing and takeoff to the north side of the river. YVR has the most lax proceedures in comparison to other Water airports in BC and eastern canada as outlined in the Water aerodrome supplement. Even the Gulf Islands have stricter provisions than YVR.

Time passes and we forget the reports and recommendations that came before. They get modified and we forget the direction and the intent of the original studies. The parallel runway is built and the critics put aside.
What options do the citizens of Richmond and Vancouver have when the YVR airport Authority changes policy and ignores our complaints and concerns? What is the future to bring when Richmond and Vancouver continue to grow and the airport continues down it's autonomous path? Now that the spectre of a 3rd runway looms what about the upcoming recommendations of that report when it comes out?

I have expanded my scope by providing a more detailed narrative for you to read.

Do you have any questions?

I can be reached for further consultation at my e-mail address that I have supplied to the clerk.



Ground Run-up Enclosure (GRE)

How the Ground Run-up Enclosure is used at Portland International Airport

Airlines routinely inspect and maintain their aircraft to ensure the safety of the traveling public, and each aircraft is on a stringent maintenance schedule based on its number of hours in operation.

As part of this regularly scheduled maintenance, the Federal Aviation Administration (FAA) requires that aircraft engines be tested at high power levels to ensure their proper operation. These tests typically occur at night when the aircraft are through flying for the day.

While necessary for safety, engine run-up operations can be a disturbance at a time when area residents are trying to sleep.

In 1996, the Port worked with community representatives to develop an interim plan that severely restricted nighttime jet engine tests. The Port/community team further worked out an engine run-up maintenance plan that went into effect upon completion of the Ground Run-up Enclosure (GRE).

This plan requires all engine testing (except for very small propeller aircraft) be done inside the GRE at all times. Following strict procedures, aircraft occasionally may be permitted to test engines outside the GRE when the facility is closed for repairs or when adverse wind conditions occur that prevent the reliable operation of engines inside the GRE. Due to the advanced aerodynamic design of the GRE at Portland International Airport (PDX), this could happen less than five percent of the time.

In 2000 there were 2,232 engine run-ups at PDX. The PDX Noise Management Office will continue monitoring the performance of the GRE to ensure that it meets community expectations and Oregon's noise regulations.

Since the GRE went into operation in late spring of 2001, airlines and PDX neighbors have benefited from this world-class facility.

GRE Performance Test

On March 30, 2001 the performance acceptance test was conducted. The Port's GRE design specifications were aggressive -- a noise reduction of 18 decibels (dBA) at specified measurement points. Final results showed that the goal for noise level reduction was met or exceeded for the three different aircraft used in the test. Noise levels were reduced by as much as 20 dBA,

which amounts to a 75 percent reduction of the sound level during engine run-ups.

The logistics of the test were impressive.

The test was conducted as a collaborative effort with the help of meteorologists, airline staff, noise consultant staff, community volunteers, PDX Operations personnel, Port engineers, Public Affairs, the PDX Noise Abatement Office, and the GRE designer/builder.

United Airlines and Horizon Air donated the use of a Boeing 737, a Fokker F28, and a deHavilland Dash-8 turboprop. Each plane was put through the paces of an engine run-up inside the GRE and then outside the GRE to compare noise levels.

Test procedures required the operation of 20 noise monitors at precise locations around the GRE and in residential neighborhoods. A complex system of communication using cell phones, 800 MHz radios and aircraft radios ensured constant communication between the aircraft, engineers and noise monitoring teams.

The formal part of the test began at 2 p.m. with training of community volunteers and staff for monitoring community noise sites. The last run-up test was completed around 5:30 a.m. the following morning.

As a result of the successful tests, the Port formally accepted the GRE in April and the airlines have been using the facility with positive results, for both aircraft operators and noise-sensitive communities around the airport.

The specification applied to the PDX facility is considered by acoustical experts to be the most rigorous standard to date for a GRE in the United States, and possibly worldwide. As a result, the PDX facility is at the forefront of a relatively new and rapidly developing technology.

GRE Design and Construction
The Ground Run-up Enclosure is the result of more than three years of effort by the Port of Portland and residents from neighboring communities to reduce noise generated when aircraft conduct engine run-ups for maintenance and safety purposes. In November 1999 the Port Commission approved the plan to build the $7.8 million facility as part of its ongoing commitment to reduce aircraft noise levels around the airport.

Engineering Design Challenges:
Limited locations on the airfield to build the facility;
Seasonally varying winds; and
Oregon´s stringent noise regulations.

Port engineers and Operations staff conducted extensive research, including visits to engine run-up facilities in Chicago and various airports in Germany and England before settling on what they considered the most advanced, low-risk design. The PDX project team considered several designs - three sides with a door, two sides with a roof, and three sides with an open roof. The three-sided design with an open roof was chosen as the most workable.

Completed under budget and ahead of schedule, the PDX Ground Run-up Enclosure is the third such facility in the United States. This successful project came to fruition thanks to a lot of hard work on the part of all interested parties, including Port staff, the airlines serving PDX, community and neighborhood leaders and the environmental community.

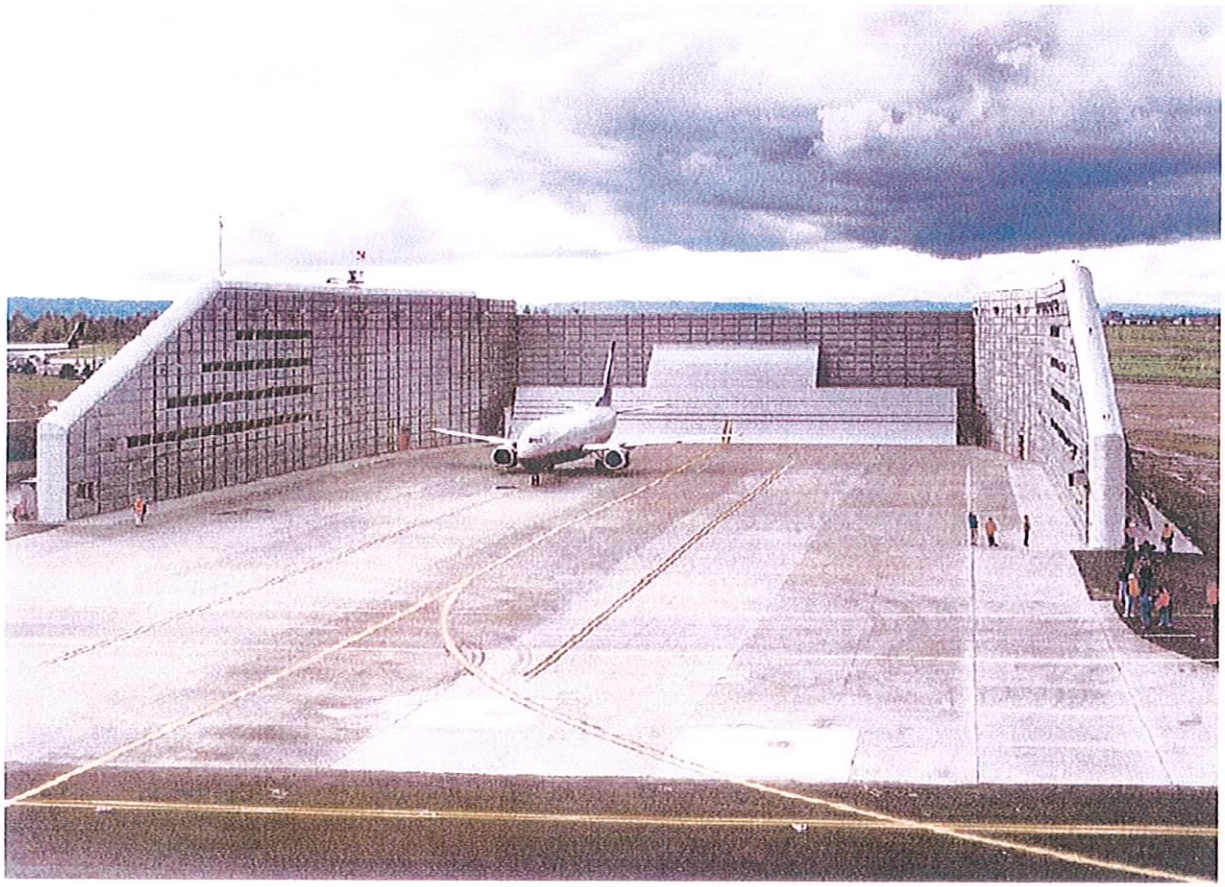


FIGURE 2 Portland International Airport Ground Run-up Enclosure (photograph courtesy of Blast Deflectors, Inc.)

The new noise protection hangar at Lufthansa Technik Hamburg