



MONTRÉAL-TRUDEAU 70 YEARS OF SUCCESS



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Welcome

Καλώς ήρθατε

Bienvenido

Bienvenue

Bem-vindo

Bem-vindo

Willkommen

Welkom

Willkommen

Bienvenido

Benvenuto

Hoş geldiniz

Bienvenue

Welkom

Benvenuto

Welcome





JAMES C. CHERRY

President and CEO of Aéroports de Montréal



A proud heritage and a bright future

Montréal-Trudeau Airport is celebrating its 70th birthday!

Born at the height of the Second World War and at the dawn of civil aviation, Montréal-Trudeau is today one of the Canada's leading airports, serving as an important gateway for North America and Europe. Thanks to a major modernization and expansion program over the past decade, the airport now ranks among the best in terms of connectivity, user-friendliness and low operating costs. And it is earning a growing reputation as an international transportation hub.

Receiving some 13 million passengers a year, it is served by 30 airlines, including almost all of North America's and Europe's major carriers. It is linked by non-stop service to more than 130 destinations in Canada, the US and internationally. The airport is also a major economic force in the Greater Montréal area, generating nearly 53,000 direct and indirect jobs and acting as an important facilitator for business, tourism and economic development in Québec.

Next year also marks the 20th anniversary of Aéroports de Montréal, the not-for-profit corporation that is responsible for operating and developing Montréal-Trudeau and Montréal-Mirabel Airports. In addition to our mission of providing quality airport services and contributing to the economic growth of Greater Montréal, we are also striving to ensure that we operate in harmony with the surrounding community, particularly in matters of safety, environmental quality and sustainable development. These are priorities to which we remain firmly committed.

This special supplement is a celebration of Montréal-Trudeau Airport's rich history, its many achievements over the past 70 years, and its priorities and strategies for the future. I am proud of the airport's many accomplishments, which would not have been possible without the contributions of our dedicated employees, our airlines and our numerous public and private sector partners. I'd like to thank each one of them for their continued support and wish Montréal-Trudeau a very happy birthday!

On cover

1941

Airport site during the Royal Air Force Ferry Command.
National Archives of Canada



CHEVALIER

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1950



1938

The Dorval Race Track land was chosen as the site for construction of the new airport.



1950

An aerial view of the terminal building as it looked in the 1950s.

Air Canada Archives

Montréal-Trudeau: 70 years of success

Montréal-Trudeau has grown from its modest beginnings as a military base during the Second World War into a world-class gateway for North America and Europe.

Seventy years ago, the Nazis were multiplying air strikes against Great Britain. The Royal Air Force was desperate for aircraft after losing hundreds of planes in air battles over Europe. Its essential supply of US aircraft, sent on ship convoys, was being sunk in the icy Atlantic by relentless German U-boat attacks. The only, and daunting, alternative was to fly the planes across the Atlantic, even though transatlantic flight was still in its infancy.

Enter the Royal Air Force Ferry Command, established to deliver US-made warplanes to Great Britain. Its main base of operations: a new airport built by the Canadian government on the site of the former Dorval Race Track on the outskirts of Montréal. Officially inaugurated on September 1, 1941, Montréal Airport (Dorval) would go on to help ferry 10,000 aircraft, playing an instrumental role in the Allied victory and paving the way for mass postwar transatlantic air travel.

Today, the airport, renamed Montréal-Trudeau, is Canada's third largest, welcoming about 13 million passengers this year and served by some 30 airlines offering nonstop service to more than 130 destinations in Canada, the US and internationally.

Rapid ascent

Montréal Airport grew rapidly when it switched to civil transportation after the end of the Second World War. In 1945, it was already served by four airlines offering 22 scheduled flights and handling 500 passengers a day. A year later, BOAC (now British Airways) established the first transatlantic passenger service between Montréal and the UK and passenger traffic jumped to 250,000 a year.

By 1952, Dorval was serving 590,000 passengers a year and many other airlines started using the airport, including KLM and Air France. Two of its three runways were lengthened to meet demand. In 1955, it became Canada's biggest airport, with 1 million passengers.

Two years later, construction began on Canada's first cargo terminal, at Dorval, allowing it to become the main Canadian entry point for cargo from Europe. In November 1960, the airport was renamed Aéroport international Dorval de Montréal/Montréal-Dorval International Airport and a month later Canada's Minister of Transport inaugurated a new \$30 million terminal. It was the largest terminal in Canada and one of the biggest in the world. The original terminal was demolished.

ADM?



About Aéroports de Montréal

Montréal-Trudeau Airport is operated by Aéroports de Montréal, a not-for-profit corporation that serves the community.

ADM's roots go back to 1987, when the Government of Canada developed a new national policy to divest itself of the country's major airports. Québec political and economic leaders established SOPRAM (Société de promotion des aéroports de Montréal) as the advisory group interested in the takeover and development of Montréal-Trudeau (then called Montréal-Dorval) and Montréal-Mirabel airports.

This group's actions led to the creation of Aéroports de Montréal in 1989 to negotiate the transfer of the airports and ensure their operation and growth. The official handover took place on August 1, 1992, under the terms of a 60-year lease from Transport Canada. The federal government retains ownership of airport infrastructures, ensures lease compliance, and continues to act as the industry regulator.

ADM does not receive any government grants or subsidies. It pays rent to Transport Canada as well as municipal taxes. Its mission is to provide quality airport services, contribute to economic development and coexist in harmony with the surrounding area, particularly where environmental protection is concerned.

ADM derives its funds mainly from airport activities, such as landing fees and airport improvement fees. Commercial revenue from parking, shops and restaurants has also increased substantially in recent years. Any surplus is fully reinvested in airport infrastructure. From time to time, ADM issues debt and arranges credit facilities to continue to finance its development.

ADM's activities are overseen by a 15-member Board of Directors. They represent a cross section of government authorities and the business community to ensure impartiality and good corporate governance. A Community Advisory Committee, created in 2002 and composed of representatives from various sectors, also provides the corporation with an effective sounding board on important issues and projects.

Thank you

International Charm...à la Montréal

A warm welcome, active kindness, attentive service, airport improvements, access to wireless technology...thank you, Aéroports de Montréal, for taking good care of world travelers, who have landed upon the soil of Montréal for 70 years. Your good deeds and invaluable contribution are at the heart of the reasons that make Montréal an appealing universal destination always capable of enchanting visitors, from their arrival to their departure. Happy 70th!

à la
Montréal
TOURISME-MONTREAL.ORG



1950
The original terminal at Dorval during the 1950's.

National Archives of Canada



1956
A Transport Department weather officer gives a pre-flight briefing to two pilots.



1970
A Royal Canadian Mounted Police dog master.

Aircraft: Air Canada

Boom times

In the 1960s, Montréal experienced a tremendous economic boom. Massive construction projects, such as the Montréal Metro, coupled with the hosting of Expo 67, brought the city international status. More and more visitors were arriving to the city, especially by air: the federal government required that European airlines make Montréal their port of entry into Canada. This resulted in annual growth of 15–20% in passenger traffic at Dorval. By 1968, the airport was handling 4.5 million passengers.

The Canadian government predicted that Dorval would be completely saturated in less than 20 years and decided to build a new airport that would be more than able to absorb increasing passenger traffic well into the 21st century. However, by the time Mirabel Airport opened in 1975, Toronto had become Canada's number one gateway and passenger volume fell well below forecasts. Mirabel's development was therefore halted and only the first phase of six projects was completed.

Scheduled international passenger flights, which had been transferred to Mirabel in 1975, were repatriated to Dorval in September 1997 and the last passenger charters followed in October 2004. Mirabel now specializes in cargo operations and is also an important industrial site for such aerospace companies as Bombardier Aerospace, Pratt & Whitney Canada, L3 MAS, Avianor Group and others.

In the meantime, responsibility for the operation and development of Montréal's airports had been passed, under the terms of a lease, from Transport Canada to a new local airport authority called Aéroports de Montréal (ADM), which started operations in 1992. The transfer was part of the Government of Canada's new national policy of divesting itself of the country's major airports.

MontrealInternational

Congratulations to **Montréal-Trudeau Airport** which has been welcoming the world for **70 years**.

And contributes to the economic development and the international status of **Greater Montréal**.




Modernization
Milestones**2001****Launch** of expansion project**2003****Expansion** of central building and opening of new transborder jetty**2004****Opening** of new international arrivals complex**2005****Inauguration** of new international jetty and expansion of international arrivals hall**2007****Renovation** of domestic area**2008****Renovation** of aeroquay**2009****Opening** of new transborder departures sector (US) and completion of a pavilion for the future airport shuttle**1970****Renewed growth**

ADM faced many challenges when it was established. The sharing of Montréal's air traffic between two distant airports was adversely affecting the industry's development and complicating connections between the international sector and the domestic and transborder sectors. Moreover, Dorval's airport facilities were suffering from many years of under-investment.

With the consolidation of passenger traffic back at Dorval, ADM began planning a major redevelopment of the airport's aging terminal complex. Between 2000 and 2005, it built a new jetty for flights to the US, a new international jetty, an international arrivals complex featuring a new Canadian customs hall and baggage claim area, and expanded parking lots. Additionally, sections of the domestic area were renovated and expanded, with more space available for commercial services. In the midst of the expansion, on January 1, 2004, Dorval Airport was renamed in honour of former Canadian Prime Minister Pierre Elliott Trudeau.

1970

A view of the terminal building interior, showing check-in counters in the U.S. departures area as it looked in the 1970's.



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1975

1975
A nighttime view of the terminal airside, with an Air Canada DC-8 in the foreground.



1980

1980
The façade of the terminal building during the 1980's.



2010

2010
The new transborder departures area and Marriott Hotel, both inaugurated in 2009.

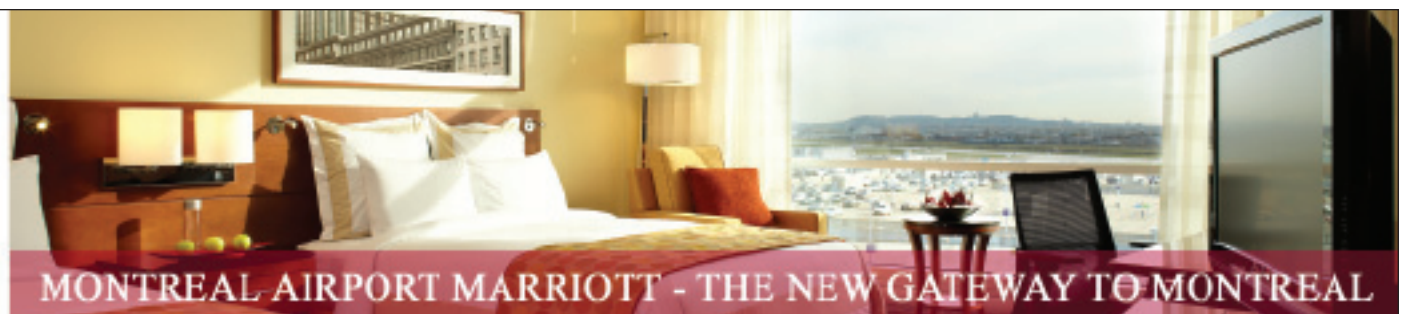
Between 2006 and 2009, Montréal-Trudeau saw the construction of a new four-star Marriott hotel and a modernized and user-friendly transborder departures sector. It includes a US pre-Customs clearance centre and one of the world's most advanced outbound baggage systems, which significantly increases handling capacity and speed.

The expansion and modernization program has also leveraged high-tech solutions to facilitate the processing of passengers and their luggage while meeting stringent safety requirements imposed since 9/11. Today, Montréal-Trudeau is a world leader in airport self-serve technologies, such as self-serve check-in. Moreover, in keeping with a firm commitment to sustainable development, ADM took advantage of the program to incorporate new technologies to boost energy efficiency and reduce the airport's environmental footprint.

By the end of 2010, more than \$1.6 billion had been spent to upgrade Montréal-Trudeau—on time and on budget without any government grants—to the point where it can now serve more than 15 million passengers a year. Thanks to Montréal-Trudeau's major modernization and expansion program, the airport is well positioned for continued growth, to serve the community, and to write new chapters in aviation history.

Marriott.
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MONTRÉAL AIRPORT MARRIOTT - THE NEW GATEWAY TO MONTREAL

**Did you know?**

- ✈️ Montréal's first airport opened in St. Hubert on the South Shore in 1927, just two years after Canada's first airport was established in Long Branch, Toronto. St. Hubert was used mainly for postal services and passenger flights operated by Canadian Colonial Airlines and Trans Canada Airlines (later Air Canada), as well as to accommodate dirigibles (airships), a popular mode of transportation at the time.
- ✈️ When Montréal-Trudeau Airport's terminal opened at the end of 1941, the airport had more employees than Dorval had residents.
- ✈️ CN Rail's Tea Wing Restaurant at Dorval became Canada's first airport restaurant, in 1941.
- ✈️ Murray Hill began offering the first airport limo service in 1941.
- ✈️ Tilden Drive Yourself became the first airport car rental service in 1951.
- ✈️ In November 1960, the airport was renamed Aéroport international Dorval de Montréal/Montréal-Dorval International Airport and a month later Canada's Minister of Transport inaugurated a new \$30 million terminal. It was the largest terminal in Canada and one of the biggest in the world. The original terminal was demolished.

1950
A firefighting truck
during the 1950's.

**1950**

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70 | YEARS | INTEREST |

Working towards sustainable development

Aéroports de Montréal is committed to protecting the environment and improving its environmental performance.



Montréal-Trudeau Airport faces a wide range of environmental challenges beyond its carbon footprint. These include soundscape; energy efficiency of airport facilities; air, groundwater, surface water and soil quality; recycling; environmental protection; and wildlife management.

Aéroports de Montréal (ADM) has taken a proactive approach to mitigating the impact of its operations on the environment. ADM is one of the few airport administrations in North America with an ISO 14001-certified Environment Management System. It is also a signatory to the *Aviation Industry Commitment to Action on Climate Change*, in which the industry has pledged to work to stabilize carbon emissions and eventually move towards a carbon-neutral future. Moreover, ADM was one of the world's first airport authorities to sell carbon credits. The corporation is also a member of the City of Montréal's strategic plan for sustainable development.

Remarkable progress

ADM has many environmental achievements under its belt, and is constantly seeking further improvements. For example, Montréal-Trudeau Airport's terminal has received BOMA BEST (formerly Go Green Plus) certification. This is awarded by the Building Owners and Managers Association to acknowledge efforts made to improve the environmental performance of commercial buildings, including energy efficiency measures.

ADM took advantage of its recent \$1.6 billion expansion and modernization project at Montréal-Trudeau to make major technical improvements to the airport's heating, ventilation and air conditioning (HVAC) system. It has also launched an innovative project with Montréal's Concordia University to manage natural light using automated blinds in airport jetties, thereby reducing the need for heating and air-conditioning. The system—the only one of its kind in the world—uses advanced electromechanical management technology and sophisticated light sensors.

The airport's thermal plant, in operation since 2003, is another energy efficiency showcase, achieving a 70% improvement. ADM has reduced fossil fuel consumption (natural gas and oil) used to heat the airport complex by installing an electric boiler. Moreover, it has achieved added energy efficiencies through the installation of variable-speed drives on escalators and moving sidewalks, the use of heat-reclaim-type chillers, the construction of underground parking heated by low-temperature hot water, and the installation of water recycling humidifiers.

These energy saving measures have delivered results. It has been estimated that between 2001 and 2010, average energy consumption, adjusted for surface area and outdoor temperature, was reduced by 40%, while standardized greenhouse gas (GHG) emissions were reduced by over 75%.

Reduced transportation-related greenhouse gas emissions

The reduction of transportation-related GHGs is of prime concern and is the target of a number of measures adopted by ADM.

ADM's vehicle fleet comprises 94 light-duty and 123 heavy-duty vehicles. Rolling stock, which includes parking shuttles, accounts for nearly 30% of total emissions generated by ADM's operations, making it the second-largest source of GHGs.

ADM is therefore proceeding with upgrades to its rolling stock, adopting vehicles that are more fuel-efficient or use cleaner fuels.

ADM is also participating in a demonstration project on the use of hydrogen as well as a project to convert vehicles to propane.



Environmental protection

ADM's environmental concerns extend to reducing waste and increasing recycling. All waste material from its recent construction projects was carefully separated and sent to dedicated recycling centres. Special effort is also being put into controlling liquids and products used to de-ice runways.

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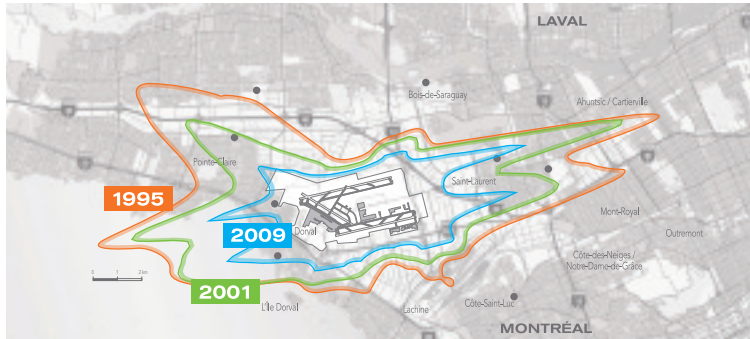
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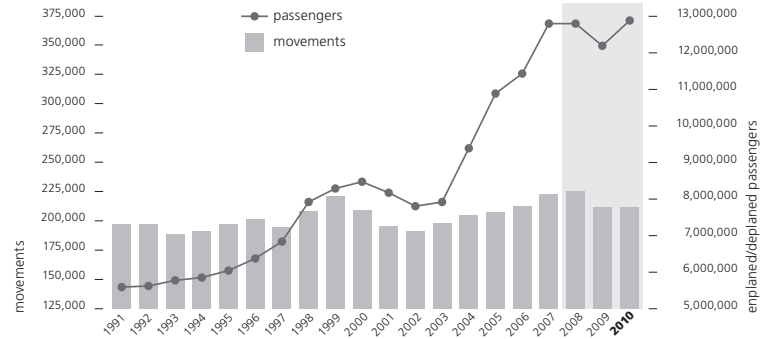
**Raymond Chabot
Grant Thornton**

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Soundscape
NEF25 contours



20 years of changes in air traffic
1991 to 2010



Soundscape management is a constant concern

ADM continues to make a concerted effort to manage the soundscape at Montréal-Trudeau.

When it was opened 70 years ago, Montréal-Trudeau Airport was located in an area that was primarily agricultural, and its terminal employed more people than the Municipality of Dorval's entire population. Over the years, residential neighbourhoods have mushroomed in adjacent municipalities. Even today, new residential developments, some high-end, are being built next to the airport and under flight paths.

This urbanization trend has made soundscape management a top priority for Aéroports de Montréal.

ADM has set up a Soundscape Consultative Committee composed of neighbouring municipalities—which have an important role to play in the urbanization—Transport Canada, Nav Canada (the corporation responsible for air traffic control), the Québec government and the airlines to discuss and study all soundscape-related issues.


Montréal-Trudeau uses a cutting-edge system, called ANOMS (Airport Noise and Operations Management System), to monitor noise generated by air traffic around the airport. ANOMS software serves as a useful tool for ensuring compliance with noise-abatement procedures, as well as for refining them. It also publishes annual NEF (Noise Exposure Forecast) noise contours to calculate changes in the soundscape around the airport. NEF is used to track the evolution of the soundscape.

Improving the soundscape

The noise contours at Montréal-Trudeau have been decreasing steadily since the 1980s. Compared to 1995, the population living within the NEF25 contour has shrunk by more than 80%. This reflects mainly the renewal and modernization of aircraft fleets with quieter and more efficient planes as well as measures implemented by ADM.

Moreover, despite a significant increase in the number of passengers at Montréal-Trudeau between 1990 and 2010, the number of aircraft movements has remained relatively stable during the same period. This is due mainly to the increased proportion of international traffic, which uses larger aircraft that carry more passengers per movement, as well as to higher load factors.

ADM continues to make a concerted effort to manage the soundscape at Montréal-Trudeau. Measures include placing severe restrictions on night operations and engine testing, as well as a preferential runway system. In addition, the airport authority has hired an expert to make an inventory of noise reduction measures implemented at airports around the world and to help establish new improvement measures.



To answer questions from residents about the soundscape, Aéroports de Montréal has introduced a number of information tools. A Soundscape Management Newsletter, distributed by e-mail, informs residents of any developments that could affect the soundscape around the airport. To subscribe, please send your e-mail address to: yulclientele@admtl.com. ADM has also added a soundscape FAQ to its website (in the "Communities" section of admtl.com), and it has published a brochure on soundscape management, based on the most frequently asked questions. In addition, take-off and landing procedures, as determined by the wind, are explained in the "Virtual tour" at admtl.com.

Evolving urbanization

The oldest airports in the Americas and Europe still in use today were built for the most part in the 1930s and 1940s. Requiring large tracts of land, these airports were developed on the outskirts of cities on sites such as racetracks, amusement parks or even farms. Then, with the growth of civil aviation and the development of the industrial economy starting in the 1950s, urbanization gradually surrounded them, usually without any great vision or urban planning.

So the history of Montréal-Trudeau is not unusual. Built on the site of a former racetrack in response to a military need, it is now an airport playing a vital role in the modern life and economic development of the community. In fact, it has acted as a catalyst and attracted many companies to set up nearby. No need for new runways, but the site still has a strong development potential for both the terminal itself and for logistics operations, aviation, aerospace assembly and other related services.

Today, airport accessibility is also a critical success factor. Proximity to downtown, especially to business districts, hotels and conference centres, is a significant asset for a major airport.

A major international airport in an open field far from the city centre makes less and less sense, economically and environmentally.



Aerotropolis—coming soon?



What do futurologists think? According to the book *Aerotropolis — The Way We'll Live Next*, soon airports will be at the centre and cities will be built around them to keep workers, suppliers, executives, and goods in touch with the global market. "The aerotropolis is transforming cities—and the way we do business, too," write authors John D. Kasarda and Greg Lindsay. A combination of giant airport, planned city, shipping facility and business hub, the aerotropolis is at the heart of the next phase of globalization."



Already this approach to urban living is reshaping life in some areas of the world, including China, Korea and the Middle East, as well as Amsterdam, Dallas and the suburbs of Washington, D.C. A good example of an aerotropolis is New Songdo City in South Korea, a high-tech city created from scratch and connected to the Incheon airport by a 12 km bridge.





GREEN

Protecting our habitat

In keeping with its environmental policy, Aéroports de Montréal manages its properties in a manner that is respectful of the environment.

To this end, ADM recently adopted a tree policy which aims mainly to protect areas of high ecological value on airport sites and offset the environmental impact of projects. This policy recognizes the important role played by trees

in urban environments, including combating the “heat island” effect and improving air quality.

Among its different projects, ADM is participating in the restoration and naturalization of a section of the Marcel-Laurin woodland in the borough of Saint-Laurent.

The initiative aims to restore the monarch butterfly habitat through the seeding of native herbaceous plants (milkweed) to encourage reproduction and feeding. In addition, it has enabled the restoration of original habitats that had been overrun by buckthorn (an invasive species). Tree and shrub

planting took place in the spring of 2010. ADM has also contributed to a Dorval schoolyards greening project. What’s more, it has made a commitment to set aside a 26-hectare parcel of land at the northern extremity of Montréal-Trudeau Airport—equal in area to about 33 football fields—

for the creation of a conservation area. This magnificent piece of land is home to muskrats and a beaver colony.



An economic powerhouse

Montréal-Trudeau Airport is a major economic hub, creating billions of dollars in added value for Greater Montréal and Québec.

Montréal-Trudeau Airport is much more than a place for planes to take off and land—it's also an essential driver for business, tourism and economic development. Since its founding seven decades ago, it has been playing an increasingly important role in the economic life of Greater Montréal and Québec as a whole.

Consider this: The approximately 250 companies currently operating at or around the airport generate nearly 53,000 direct and indirect jobs and produce more than \$4.5 billion of added value. That represents nearly 4% of Greater Montréal's gross domestic product!

Montréal-Trudeau is especially important for business. More than one third of the airport's 13 million passengers are business people. The airport also serves as a transportation hub serving millions of tourists from the United States, Europe and the Near East. In 2008, these visitors spent an estimated \$750 million in the region's retail businesses, especially hotels, restaurants and transportation services. Without the airport, Montréal would not be the third most visited tourist destination in Canada and one of the most important centres for international conventions in North America. More than 100,000 tonnes of mail, parcels and diverse merchandise move through Montréal-Trudeau each year.

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Cooperating in building the future



Montréal-Trudeau by the numbers

Finally, Montréal-Trudeau is home to many active industrial companies, including those involved in aerospace and aircraft repair and maintenance. In total, the airport generates 28,000 direct jobs, most of them in Montréal's West Island.

Investing for the future

Aéroports de Montréal has invested heavily in upgrading Montréal-Trudeau since it assumed responsibility for managing the airport, with all the economic spinoffs that implies. Since 2000, it has invested more than \$1.6 billion to double the airport's capacity and make it a truly world-class facility that meets the industry's highest standards. In addition, it plans to invest another \$750 million in improvements over the next five years, in the international area and on maintenance projects, among other things.

Another major project under way deals with improving ground access to the airport, an essential step since an airport is an interface between air and ground transportation. It's not enough to have an efficient airport terminal—users also need to be able to get to and from it easily and quickly and this project is a top priority for ADM.

In summary, Montréal-Trudeau does more than its share for the development of Montréal, and the positive spinoffs are expected to increase in the years to come as the airport continues to ramp up for success.

28,000

The number of people who work directly at Montréal-Trudeau Airport.

24,500

The number of indirect and induced jobs created by Montréal-Trudeau Airport.

250

The number of businesses that operate at Montréal-Trudeau Airport.

\$4.57 billion

The added value of Montréal-Trudeau.

4%

Montréal-Trudeau's contribution to Greater Montréal's GDP.

\$36.7 million

Payment in lieu of taxes to municipalities—property taxes paid by Montréal-Trudeau (2009).

\$21.6 million

Rent paid to Transport Canada.

\$750 million

Amount spent by visitors from outside Québec who transited through the airport in 2008.

\$800 million

Amount ADM will have invested in airport development and maintenance programs from 2010 to 2015, not including \$600 million in a rail link to downtown and \$170 million in re-engineering the Dorval interchange.

\$760 million

Estimated investments from private businesses, 2010-2015.

30

Number of airlines using Montréal-Trudeau.

130

Number of nonstop destinations served by Montréal-Trudeau.





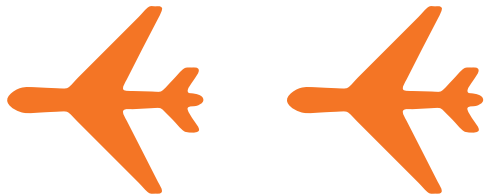
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70 years · 1 vision
Our congratulations**

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1 vision**



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Montréal: Canada's aerospace capital

Montréal-Trudeau Airport is a cornerstone of the aerospace industry in Greater Montréal, which is one of the world's leading aerospace centres, along with Seattle in the United States and Toulouse in France.



The Greater Montréal region is one of the rare places on earth where you can buy almost all the components for an aircraft within a 30 km radius. The aerospace sector generates substantial economic activity and provides tens of thousands of high-quality jobs for Quebecers. It is a demonstrated leader in research and development and includes Canada's most prestigious aerospace technical institutions, schools and universities.

With 98% of Québec aerospace activity concentrated in the Greater Montréal area, Montréal is also home to the head offices of international organizations such as the International Air Transport Association (IATA), the International Business Aviation Council (IBAC), the International Civil Aviation Organization (ICAO) and the Airports Council International (ACI).

Quick facts:

- ✈ Québec's aerospace industrial base includes 236 companies that generate annual sales of \$12.3 billion—80% from exports—and employ more than 42,000 workers.
- ✈ More than 3,600 graduates join the aerospace workforce pool every year from technical and trade schools or universities.
- ✈ One in 190 Quebecers works in the aerospace industry. In Montréal, one person in 95 works in a job related to the aerospace sector.
- ✈ Salaries of aerospace workers are 30% higher than the manufacturing sector average.
- ✈ Canada's aerospace sector is the fifth largest in the world in terms of sales, behind the United States, the United Kingdom, France and Germany. Québec's aerospace industry accounts for about 60% of Canada's total aerospace production and more than 50% of Canadian employment in the sector (2006).

Source: Aéro Montréal

Congratulations on your 70th anniversary!

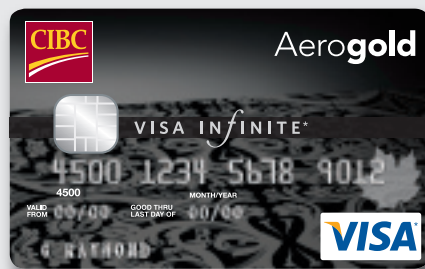
We commend our partners and colleagues from **Montréal-Trudeau International Airport**, and are privileged to be part of this milestone with you.

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CIBC congratulates Montreal-Trudeau International Airport
as it celebrates its 70th Anniversary of serving travellers.



For what matters.

Air transportation hub of the future

With the completion of its massive modernization and expansion project at Montréal-Trudeau Airport, Aéroports de Montréal (ADM) is accelerating the next phase of its development strategy: promoting the airport as an international transportation hub.

For a mid-sized airport, Montréal-Trudeau already has an extraordinary service offering, with some 30 airlines providing nonstop flights to more than 130 destinations in Canada, the United States and internationally. Nevertheless, with its prime location and many competitive advantages, particularly in terms of operational efficiency, it has the potential to act as a pivot between North America and Europe, the Middle East and Africa.





New connections

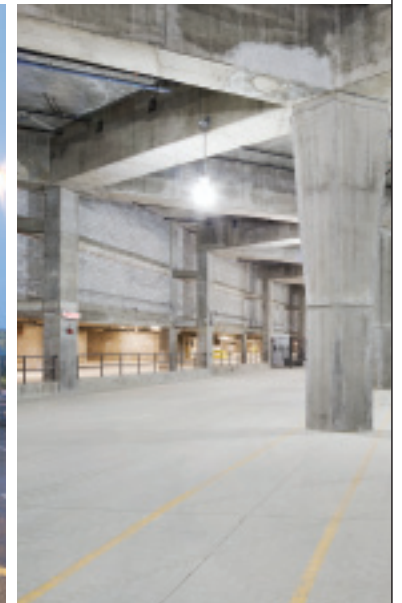
ADM's efforts are paying off, especially in the international sector, which has enjoyed growth for eight consecutive years. Air Canada has steadily been adding new connections departing from Montréal in recent years, with destinations including Geneva, Rome, Houston, Brussels, Athens and Barcelona.

Other carriers are also interested in increasing their activities at Montréal-Trudeau. Montréal is the main base of the thriving Air Transat network, which launched a weekly flight to Istanbul, Turkey, in May. In June, Qatar Airways became a new airline customer, connecting Montréal to its Doha hub with three flights a week. Air France operates four flights a day to Paris in the summer, while Hexagone Air France began flying its Airbus A380 on this heavily travelled route. It also appears that Chinese carriers would like to establish a link between Montréal and China.

In domestic travel, Montréal-Trudeau welcomed the arrival in May of the regional carrier Bearskin Airlines, which is offering as many as five flights daily to Waterloo, Ontario.



Proud partners for 18 years!



CREATING THE ARCHITECTURE OF TRANSPORT

CARDINAL HARDY BEINHAKER | JODOIN LAMARRE PRATTE | ARCHITECTS IN JOINT VENTURE



Rapid Rail Shuttle: The missing link

For Montréal-Trudeau to become a major transportation hub, there is a crucial element missing: a rail link between the airport and downtown.

This year, approximately 13 million passengers and more than two million “meeters and greeters” will pass through Montréal-Trudeau. But the airport is currently accessible only by road, and the east-west highways leading to it are often congested.

After a decade of study, Aéroports de Montréal is poised to provide Montréal with an airport shuttle worthy of its international status. Such railway links are a global trend, with more than 180 in operation worldwide and over 300 in various stages of planning and construction.

ADM's Aérotrain would connect Montréal-Trudeau with Central Station downtown in about 20 minutes and run every 20 minutes, 20 hours a day (120 trains a day in both directions). It would use economic and energy-efficient three-car trains specially designed to accommodate passengers with luggage.



Happy 70th anniversary!

Congratulations to our friends and colleagues
at Montréal-Trudeau International Airport.

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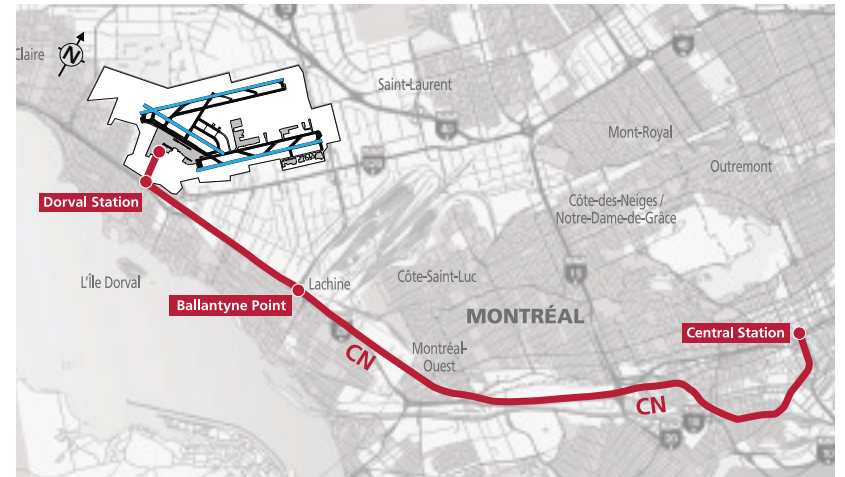
The shuttle would use new tracks installed on the CN corridor to Central Station, while commuter trains to the West Island would continue to travel on the CP network to Lucien-L'Allier Station.

ADM is acting as main contractor, assuming responsibility for overseeing the project. Funding (\$600 million) would be assured by ADM and its partners, the Québec and Canadian governments, which would contribute \$200 million each.

ADM has obtained a firm commitment from Québec and hopes the federal government will do the same, as it has done for other similar projects. Operations could be entrusted to a private operator and would generate enough revenue to cover costs and properly service the private capital investment.

The rail shuttle has numerous benefits, including improving the airport's accessibility and competitiveness and Montréal's attractiveness as a tourist destination and place of business.

It would also result in positive environmental impacts by reducing the number of cars on the road network. ADM is targeting a service start in 2016. Thus, the new train shuttle would also be ready for the 375th anniversary of the City of Montréal in 2017!



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Haiti

Montréal-Trudeau played a crucial role in airlifting people from Haiti following the earthquake that struck the island nation on January 12, 2010. Some 4,000 evacuees arrived in Montréal on 46 flights.

Montréal-Trudeau: Helping the community



Being a good corporate citizen is essential to sustainable development.

Aéroports de Montréal is committed to actively participating in community life, holding itself accountable and being transparent in the way it operates. For example, every year ADM visits council members of municipalities or boroughs near the airport to discuss relevant issues with respect to airport management, operations and development.

ADM and its employees also support a number of social causes and community groups, including:

✈️ **Centraide (United Way):**

Each year, ADM employees participate in the Centraide/United Way fundraising campaign and ADM matches their contributions.

✈️ **Kéroul:** Since 2006, ADM has supported Kéroul, a non-profit organization that informs, represents, develops and promotes tourism and cultural accessibility for persons with physical disabilities by collecting donations from airport users. There are four donation points in the terminal. ADM also sits on the organization's Advisory Committee and participates actively in fundraising. Kéroul is also consulted with regard to airport planning to ensure that facilities meet the needs of the disabled.

✈️ **Organ donations:**

Since 2005, Airport Patrol has served as a transportation unit for the Canadian Organ Donors Association. This involves the transportation of organs and medical teams from the airport to Montréal hospitals. Airport Patrol has made nearly 500 such trips.

✈️ **Héma-Québec:**

Every year, ADM holds a blood drive at Montréal-Trudeau Airport.

✈️ **Renaissance:**

Since July 2007, all lost items found at the airport that are unclaimed after 90 days have been given to Renaissance, a non-profit organization that offers people aged 18 to 60 training combined with paid work experience.

✈️ **International Bureau of Children's Rights:**

ADM demonstrates its commitment to the fight against child sex tourism by supporting the International Bureau for Children's Rights initiative and partnering with an awareness campaign supported by UNICEF Canada. This campaign is conducted in various airport locations.

✈️ **Donations:**

ADM donates all kinds of equipment (computers, monitors and booths) to schools. For example, old check-in kiosks are now being used for teaching purposes at the Leonardo da Vinci vocational centre in the borough of Saint Laurent.

Art programs.

✈️ **L'Aérogalerie**

The Montréal Identity program, better known as l'Aérogalerie, is an Aéroports de Montréal initiative aimed at infusing the airport facilities with a typically "Montréal" character, as well as helping support the city's artistic and cultural development. L'Aérogalerie has four components: media arts, integrated lighting art, photo exhibitions and permanent works.

✈️ **Media arts**

Since May 2005, ADM has been staging media arts exhibitions in the international arrivals complex, which has become an important Canadian site for this avant-garde art form.

✈️ **Recently**

ADM and the National Film Board of Canada (NFB) recently joined forces to display photographs, films and animated works at Montréal-Trudeau Airport. Three locations have been chosen to display selected works specially adapted for the occasion over the next year or so. Meanwhile, the NFB's French Program is considering the possibility of producing original works for the airport.

HMSHost salutes Montreal-Trudeau International Airport on its 70th Anniversary

Boulevard Café
Boulevard Express
Boulevard Rapide
Brûlerie St-Denis
Burger King
Cabine *M*
Café Bon Voyage

Casey's grill • bar
Escale Air Canada
Houston Restaurant
Jazz Bar
Le Bar Sportif
Le Métropole café & bar
Moe's Deli & Bar

Montreal Bread Company
Montréal en Scène
Second Cup
St-Hubert Express
Starbucks Coffee
Tim Hortons



at Montreal-Trudeau International Airport
www.hmshost.com

 GO FAR



Other airlines have
come and gone.
We're still
coming and going.

Happy 70th anniversary
Montréal-Trudeau International Airport.
Thank you for letting us be a part of
your story from the very start.

AIR CANADA 