



MONTRÉAL-TRUDEAU,

FROM THE PAST TO THE FUTURE



70
YEARS

IN THE COMMUNITY

AÉROPORTS DE
MONTRÉAL

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THE AIRPORT'S BEGINNINGS



Montréal–Pierre Elliott Trudeau International Airport is 70 years old! It was on September 1, 1941, that the airport – then called Montréal–Dorval International Airport – officially opened its runways on the site of a former horse racing track acquired by the Government of Canada.

The primary vocation of the new airport was essentially military. It was meant to serve mainly for the training of pilots from Commonwealth countries and the dispatching of military aircraft to support the war effort. In fact, between the airport's opening and the end of the Second World War, some 10,000 military planes were delivered to Great Britain via Dorval airport.

Today, the airport is an indispensable infrastructure for business, trade and tourism, welcoming 13 million passengers annually and serving some 130 destinations non-stop.



RAPID GROWTH



Following the war, Dorval airport devoted itself fully to civil aviation, which was then experiencing rapid growth. By 1945, the airport was already served by four airlines carrying some 500 passengers daily. The following

B·O·A·C 

year, BOAC – known today as British Airways – established the first regularly scheduled transatlantic

service. In October 1950, Air France began operating out of Montréal, and a year later it was the turn of Trans-Canada Airlines – later Air Canada – to launch its Montréal-Paris city-pair.



By 1955, Dorval was Canada's largest airport, handling a million passengers a year. It owed its dominance to some extent to the fact that it was the sole gateway to Canada for all flights from Europe.

Then in December 1960, a new terminal, described at the time as the biggest in Canada and among the world's largest, opened following an investment of \$30 million. During the decade that followed, the airport and the City of Montréal experienced remarkable development because of, among other things, the Expo 67 World's Fair.



THE 70s TO THE 90s



In 1968, 4.5 million passengers transited through Dorval airport. Optimistic passenger traffic forecasts encouraged the Government of Canada to envisage the construction of a new airport capable of absorbing traffic growth well beyond the year 2000. The site at Ste-Scholastique was chosen and Montréal–Mirabel opened in 1975.

According to the initial plan, the transfer of flights to Mirabel was to be done in two stages: first, international flights in preparation for the 1976 Summer Olympic Games; then domestic and transborder (U.S.) flights. However, even before the new Mirabel airport had been officially opened, the hypotheses upon which the project had been based began to crumble. The 1970 recession, the 1973 oil-price shock and the loss of status as the sole gateway combined to slow traffic growth.

In 1982, the Government of Canada decided to maintain domestic and transborder flights at Dorval. There followed a long period of uncertainty during which traffic-sharing between Mirabel and Dorval made flight connections difficult and adversely affected the development of both airports, in addition to creating duplication.

The arrival on the scene of Aéroports de Montréal (ADM) in 1992 sparked a process of reflection on the future of Montréal's airport system. With the support of many stakeholders within the Greater Montréal community, the Corporation gave air carriers the choice of operating scheduled international flights at Dorval. By 1997, all scheduled international flights, without exception, were transferred back to Dorval. Charter flights followed in 2004. Thus, Dorval – rechristened Montréal–Trudeau – became again the Greater Montréal region's sole international passenger airport.

MONTRÉAL-TRUDEAU'S REBIRTH



Early in the 2000s, ADM launched a major project to expand and modernize the terminal. From 2001 to 2009, the building was almost totally rebuilt, its capacity doubled and the level of service to passengers greatly improved. The project, valued at approximately \$1.5 billion, was completed on time and on budget. At the height of the work, the airport construction site was the biggest in the Greater Montréal region, with more than 1,000 workers on the job.

The project also provided an opportunity for an environmental upgrade. Among other things, a new thermal plant went into service in 2003; relatively speaking, it consumes one-quarter of the energy of the old one. The terminal building was also equipped with a variety of energy-saving devices. In 2009, it was awarded BOMA BEST certification in recognition of its environmental management efforts.



In terms of technology and processes, Montréal–Trudeau ranks among the world's best airports. All its equipment, counters, waiting rooms, boarding gates and passenger loading bridges are common-use and self-service is widely implemented. Montréal–Trudeau was the first airport in the world to offer self-tagging of luggage in a common-use environment. The system for handling outgoing baggage for flights to the United States, which allows officials to remove any suitcase at any time, is also a world first. The Montréal–Trudeau airport team is also known internationally for its snow removal and aircraft de-icing expertise.

Another feature: the Montréal–Trudeau terminal was also designed to facilitate connections and reduce aircraft turnaround time. Indeed, ADM's objective is to increase the use of Montréal–Trudeau as a hub between the Americas and Eurasia, with the aim of providing the Montréal community with the best possible air services. This strategy has already started to pay dividends, as seen by the addition of new European and Middle Eastern destinations and routes in recent years.



A PROMISING FUTURE



Passenger traffic at Montréal-Trudeau is increasing at an average pace of about 3% a year and this growth should continue in the future, according to long-term forecasts by Transport Canada. The international flights segment is experiencing the fastest and most sustained growth; in fact, it is expected to soon surpass domestic traffic.

Because of this, ADM is embarking on major expansion work on its airport facilities. Among other projects, the international jetty will be extended. Eight new boarding gates, six of them equipped with passenger loading bridges for wide-body jets, will be added by 2016. The departures hall for international and domestic flights, located in the central terminal building, will also be re-designed to increase service level and check-in capacity.





In addition, efforts to improve the airport's accessibility will continue in the coming years. Being built as part of the Dorval Interchange redevelopment project, new access roads will allow passengers and the people accompanying them to access and leave the airport directly via Highways 20 and 520. And starting in 2017, according to the current schedule, a rail shuttle will connect the airport to Central Station in downtown Montréal, a 20-minute trip, every 20 minutes.

In the longer term, the runway network should – with some improvements – be able to handle the growth in aircraft movements for several decades to come.



Opening
of Dorval airport
on September 1

Launch of a transatlantic
commercial flight
by BOAC

1941

1946

1946-

Extension of Runways 10-28





Opening of a
third runway
(06R-24L)

1958



Expansion of the international
jetty for Expo 67

1960

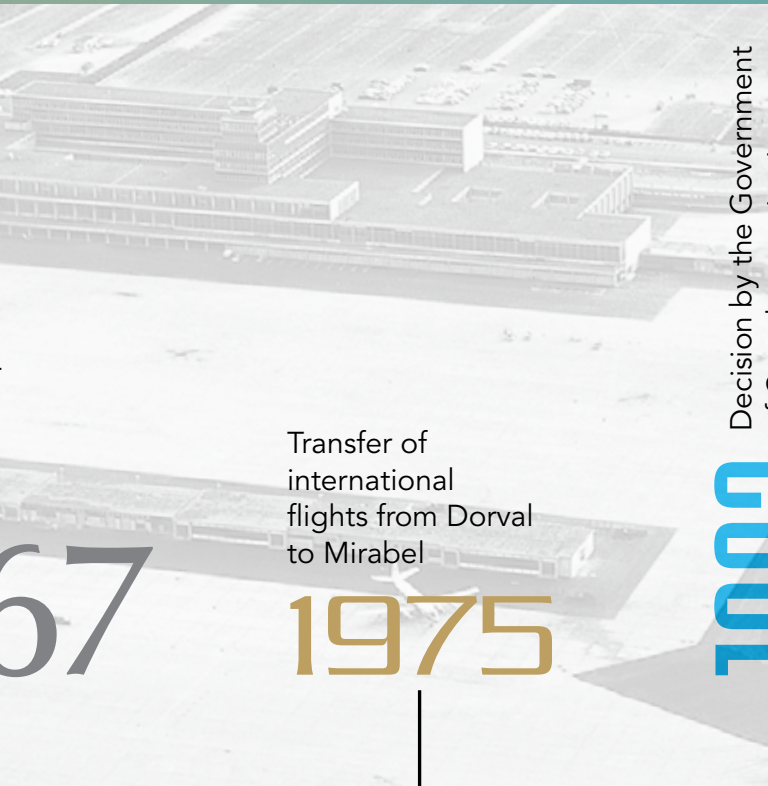


1951

and 06-24 (06L-24R)

1960

Opening of
the time or



Decision by the Government

1000

Transfer of international flights from Dorval to Mirabel

67

1975

1970

First commercial flights of the Boeing 747 by Air France

of a new terminal, at
ne of the world's biggest



KEY DATES

of Canada to maintain
domestic and transborder
flights at Dorval

1986

Aéroports de Montréal
assumes administration of
Dorval and Mirabel airports

Start of work on the
terminal and passenger
drop-off zones

1992

1992 -

1995

Modernization of the terminal
and construction of a multi-level
parking facility

1993

Commissioning of the
new control tower

1997

Return of scheduled international flights to Dorval

Opening of the new de-icing centre and new terminal facilities



Opening of the new transborder jetty and startup of the new thermal plant

2000

2001

Launch of a huge expansion and modernization program



03



2004

The airport is renamed in honour
of Pierre Elliott Trudeau

Opening of the new international
arrivals complex

Transfer of charter flights
from Mirabel to Dorval

2005

Opening of the new
international jetty

2006-

Modernization of the
and public a



Opening of the new transborder departures sector and Marriott Hotel integrated within the terminal



First commercial flights of the Airbus A380 by Air France

Start of work on expansion of the international jetty

2009

2011

2009

Opening of the domestic sector arrivals halls



2010

Approval of the rail shuttle project by the Government of Québec

MONTRÉAL-TRUDEAU BY THE NUMBERS

13 million passengers a year

31 airlines

130 destinations served non-stop

600 flights a day, on average

210 000 landings and takeoffs a year

55 boarding gates

85 shops, restaurants and services

11 500 parking spaces

28 000 jobs, including 8000 at the terminal

\$4.5 billion in added value