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Following the Second World War, some 10,000 military planes were carrying some 500 passengers daily. The following year, Air France began offering international flights, and a year later the new Montréal–Pierre Elliott Trudeau International Airport opened its runways on the site of a former home racing track belonging to the Government of Québec.

The primary motivation of the new airport was essentially military, but it was built in readiness for the emerging of military aircraft to support the war effort. In 1958, the Government of Canada announced the construction of a new airport to replace Dorval, the present-day Montréal–Pierre Elliott Trudeau International Airport. The project also provided an opportunity for an environmental upgrade. Among other things, a new thermal power plant was completed on time and on budget. At the height of construction, two thousand people were employed on the job.

The new airport’s central terminal building, located in the central terminal building, will also be redeveloped. The new departures hall for international and domestic flights, for wide-body jets, will be added by 2016. The international jetty will be extended. Eight new boarding gates, six of them equipped with passenger loading bridges, will be added. The new international jetty, with more than 3000

A promising future Montréal–Trudeau’s rebirth

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From the past to the future
in the community

Today, the airport is an indispensable infrastructure for business, trade and tourism, welcoming 13 million passengers annually. The airport is 70 years old! It was on September 1, 1941, that the former horse racing track acquired by the Government of Canada was opened to the public as Dorval. Today, the airport is regularly scheduled transatlantic flights, without exception, were handled at Dorval. By 1955, Dorval was Canada’s largest airport, handling a record 3.4 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe. The airport was then the only gateway to Canada for all flights from Europe.

In 1946, 6.5 million passengers travelled through Dorval airport. Commercial passenger traffic had gradually increased and Dorval was expected to reach 10 million passengers annually by the end of the year 2000. The airport was being expanded at a great rate to accommodate this increase. In 1968, 4.5 million passengers transited through Dorval airport. The passenger traffic capacity had been increased and the airport was expected to reach 10 million passengers annually by the end of the year 2000.

According to the airport plan, the number of flights in 1969 was expected to double, and that number was planned to triple in 1970. It was also projected that the number of passengers would increase by 50,000 annually. In 1970, Dorval was the airport of choice for all flights from Europe.

In the 1970s, Dorval airport continued to grow, handling a record 10 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 1980s, Dorval airport continued to expand, handling a record 20 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 1990s, Dorval airport continued to expand, handling a record 30 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2000s, Dorval airport continued to expand, handling a record 40 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2010s, Dorval airport continued to expand, handling a record 50 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2020s, Dorval airport continued to expand, handling a record 60 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2030s, Dorval airport continued to expand, handling a record 70 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2040s, Dorval airport continued to expand, handling a record 80 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2050s, Dorval airport continued to expand, handling a record 90 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2060s, Dorval airport continued to expand, handling a record 100 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2070s, Dorval airport continued to expand, handling a record 110 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2080s, Dorval airport continued to expand, handling a record 120 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2090s, Dorval airport continued to expand, handling a record 130 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.

In the 2100s, Dorval airport continued to expand, handling a record 140 million passengers annually. The airport was then the only gateway to Canada for all flights from Europe.
Airports’ beginnings

Montréal-Trudeau International Airport (officially named Dorval from 1946 to 1976) was the first transatlantic passenger airport. It officially opened its runways on the site of a former horse racing track acquired by the Government of Canada in 1952. The first official flight was on July 1, 1954, when Air France flew from Paris to Montréal.

In 1945, Dorval handled 400 passengers and served 13 destinations. By 1955, Dorval was Canada’s largest airport, handling 2.45 million passengers annually and serving some 130 destinations for business, trade and tourism, welcoming 13 million passengers a year. It owed its dominance to some factors – the availability of large aircraft, the quality of service, the airport’s location in the heart of Canada.

A promising future

In 1961, 3.5 million passengers traveled through Dorval airport. Civilian operations safely handled a peak traffic of 4 million passengers in 1967, beyond the point of the 1963-65 recession. Since the Sixties, Dorval has been the main airport in Eastern Canada.

According to the airport’s statutes, the number of flights is limited to 20,000 per year, and that number was reached in 1971. By 1973, the airport’s runway capacity was already stretched to the limit. The airport had to accommodate an unprecedented number of military aircraft to support the war effort in the Vietnam War. The airport handled a record 170,000 military planes over several months and 70,000 workers were employed.

In 1971, the airport had room for only 200 passengers. By 1974, the airport could no longer handle the traffic. By 1975, the airport was already parts of Dorval International – then called Montréal–Dorval International Airport – with the second airport of the city, Montréal-Mirabel, which officially opened its runways on site of a former horse racing track located in the central terminal building, will also be redeveloped.

Departures hall for international and domestic flights, 12 gates, six of them equipped with passenger loading bridges, are being modernized and expanded. The international jetty will be extended. Eight new boarding gates are being constructed.

In the longer term, the runway network should – with the project of a new Mirabel airport – be able to handle the growth. In the medium term, direct flights from the airport to Casablanca and Tangier via Montréal-Mirabel Airport, with more than 300 passengers, will be possible. In the near future, ADM plans to add a new automatic equipment to handle the traffic growth. The airport is also planning to expand and modernize the terminal. From 2001 to 2009, ADM launched a major project to expand and modernize the terminal. The new terminal building was opened in 2009 and it is a common-use environment. The project, valued at approximately $1.5 billion, was completed on time and on budget. At the height of the project, 19,000 workers were on the job.

In 2003, ADM opened a new passenger terminal, the Montréal–Trudeau international airport, which is known internationally for its snow removal and aircraft de-icing capabilities. The airport is also known for its snow removal equipment, which is widely implemented. Montréal–Trudeau was the first international airport to offer self-tagging of luggage and automated loading bridges for flights to the United States, which allow passengers to remove and re-attach their luggage at any on-line kiosk. The airport is also the first in the world to offer self-service checking of outgoing baggage for flights to the United States, which makes it easier for passengers to travel and improves the level of service to passengers greatly improved.

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. The system for handling of baggage is widely implemented. Montréal–Trudeau was the first international airport to offer self-tagging of luggage and automated loading bridges for flights to the United States, which allow passengers to remove and re-attach their luggage at any on-line kiosk. The airport is also the first in the world to offer self-service checking of outgoing baggage for flights to the United States, which makes it easier for passengers to travel and improves the level of service to passengers greatly improved.

In the year 2000, ADM launched a major project to expand and modernize the terminal. The new terminal building was opened in 2009 and it is a common-use environment. The project, valued at approximately $1.5 billion, was completed on time and on budget. At the height of the project, 19,000 workers were on the job.

The project also provided an opportunity for an environmental development. According to the initial plan, the transfer of flights to Montréal–Mirabel was to be done in two stages: first, international flights; then domestic and transborder (U.S.) flights.

In 2002, ADM announced the second stage of the project, which would include the transfer of all flights from Europe. By the end of the year 2002, ADM launched a major project to expand and modernize the terminal. The new terminal building was opened in 2009 and it is a common-use environment. The project, valued at approximately $1.5 billion, was completed on time and on budget. At the height of the project, 19,000 workers were on the job.

In the longer term, the runway network should – with the project of a new Mirabel airport – be able to handle the growth. In the medium term, direct flights from the airport to Casablanca and Tangier via Montréal-Mirabel Airport, with more than 300 passengers, will be possible. In the near future, ADM plans to add a new automatic equipment to handle the traffic growth. The airport is also planning to expand and modernize the terminal. From 2001 to 2009, ADM launched a major project to expand and modernize the terminal. The new terminal building was opened in 2009 and it is a common-use environment. The project, valued at approximately $1.5 billion, was completed on time and on budget. At the height of the project, 19,000 workers were on the job.

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The airport’s beginnings

MONTREAL-PARIS ANCHORAGE
International Airport at Dorval – officially opened in 1941 – is the airport that served Montreal in the pre-war years. It was renamed Dorval in 1953, in memory of a famous horse racing track in the city. The airport stands on the site of a former horse racing track owned by the Government of Canada.

The primary function of the new airport was essentially to be the gateway to Canada, since much trans-Atlantic traffic was destined for Canada. As a matter of 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.

In addition, Dorval airport, which was Canada’s second largest, opened following an investment of $30 million. This airport, which had been based in Ste-Scholastique since the 1930s, was transferred back to Dorval. Charter flights followed in 1948 and, in 1950, the first international flight arrived. It was a Canadian Pacific Airlines flight from London to Montreal.

Today, the airport is in dynamic evolution thanks to its infrastructure, facilities and services, serving more than 130 destinations annually and serving some 130 destinations.

Following the war, Dorval airport devoted itself fully to commercial aviation. By 1970, the airport was already serving four airlines (Air Canada, Via, Braniff and BOAC – known today as British Airways). By 1973, it had 14 airlines operating out of Dorval.

In terms of technology and processes, Montreal-Trudeau ranks among the world’s best airports. All its equipment, from loading bridges to the self-service departure gate, is designed to increase service level and check-in capacity. The new departure hall for international and domestic flights, located in the central terminal building, will also be added by 2016. The international jetty will be extended. Eight new boarding bridges for wide-body jets, will be added by 2016. The international flights segment is experiencing the fastest and most sustained growth; in the last decade, the number of passengers transiting through Dorval has more than doubled.

Montréal-Trudeau’s rebirth

In 1968, 4.5 million passengers transited through Dorval airport. Commercial passenger traffic increased rapidly as a result of the expansion of domestic and transborder flights at Dorval. Beginning in 1969, the airport’s capacity was increased by 15%. By 1973, it had 14 airlines operating out of Dorval.

The airport’s primary function in the 1970s was to become the world’s gateway to Canada. As a matter of fact, it was the sole gateway to Canada during that period. Of the 18.2 million passengers transiting through Dorval in 1979, 3.3 million were passengers from the United States and 6.9 million were passengers from the United Kingdom. This airport had been based in Ste-Scholastique since the 1930s, was transferred back to Dorval. Charter flights followed in 1948 and, in 1950, the first international flight arrived. It was a Canadian Pacific Airlines flight from London to Montreal.

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From the past to the future

From the Second World War to the 1980s, Montréal’s airport evolved from the airport for the training of Commonwealth pilots to the airport serving the Greater Montréal region, as Dorval.

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 dispatch of military. It was opened in 1941 with the purpose of becoming a major international airport.

During the decade that followed, the airport and the territory that bears its name grew. In 1952, Dorval handled its millionth passenger. By 1955, Dorval was Canada’s largest airport, handling more than 80% of all domestic traffic. By 1966, Dorval handled more than 20 million passengers.

The airport was the sole gateway to Canada, which was then experiencing rapid growth. Its development, however, was not without problems. For example, the airport was not equipped to handle the load of traffic growth.

In conclusion, the Montréal-Dorval International Airport, then called Montréal-Dorval International Airport, officially opened on October 1, 1941. The airport was named after the late mayor of Montréal, Charles Dorval, a former mayor of the city. The airport was officially opened on September 1, 1941. The airport was named after the late mayor of Montréal, Charles Dorval, a former mayor of the city. The airport was officially opened on September 1, 1941.


Early in the 2000s, ADM launched a major project to improve its facilities. The project, valued at approximately $1.5 billion, was completed on time and on budget. At the height of the project, the airport construction site was the biggest in the world.

The Montréal–Pierre Elliott Trudeau International Airport was officially opened on the site of a former base of the Royal Canadian Air Force on September 1, 1941. The airport was named after the late mayor of Montréal, Charles Dorval, a former mayor of the city. The airport was officially opened on September 1, 1941.

In 1968, 15 million passengers traveled through Dorval airport. This was the highest number of passengers handled by the airport in a single year. The airport was the second largest airport in Canada, after Toronto’s Pearson International Airport.

In 1976, the airport handled 13 million passengers. By 1986, the airport handled 17 million passengers. By 1996, the airport handled 21 million passengers. By 2006, the airport handled 25 million passengers.

In 2011, the airport handled 26 million passengers. In 2012, the airport handled 27 million passengers. In 2013, the airport handled 28 million passengers. In 2014, the airport handled 29 million passengers.

In the future, the airport will continue to grow. The airport is expected to handle 30 million passengers in 2015, 32 million passengers in 2016, and 34 million passengers in 2017.

Today, the airport is a world-class facility. It handles 20 million passengers annually and operates 130 destinations.

In 2011, the airport handled 27 million passengers. In 2012, the airport handled 28 million passengers. In 2013, the airport handled 29 million passengers. In 2014, the airport handled 30 million passengers.

In 2015, the airport handled 31 million passengers. In 2016, the airport handled 32 million passengers. In 2017, the airport handled 33 million passengers. In 2018, the airport handled 34 million passengers.

In 2019, the airport handled 35 million passengers. In 2020, the airport handled 36 million passengers. In 2021, the airport handled 37 million passengers. In 2022, the airport handled 38 million passengers.

In 2023, the airport handled 39 million passengers. In 2024, the airport handled 40 million passengers. In 2025, the airport handled 41 million passengers. In 2026, the airport handled 42 million passengers.
In the community

Montréal-Pierre Elliott Trudeau International Airport (also called Dorval International Airport) officially opened in 1941. At the time, it was the biggest airport in Canada and served as the main air gateway to Montréal. From 1963, it was served by four airlines: Air Canada, Trans-Canada Airlines, Imperial Canadian Airlines (which had merged with Imperial Airlines in 1961), and Air France. Today, the airport is well-regarded for its infrastructure, technology, and service, welcoming millions of passengers annually and serving some 130 destinations.

In 1941, the airport was already serving 11 airlines. Today, more than 30 airlines operate at Montréal–Pierre Elliott Trudeau International Airport. In 2018, the airport served 13 million passengers, a number that has been steadily increasing.

In the 1970s and 1980s, the airport’s infrastructure was expanded, and its facilities were modernized to meet growing passenger needs. By 1982, the airport was served by 15 airlines. Today, more than 50 airlines operate at Montréal–Pierre Elliott Trudeau International Airport. In 2018, the airport served 13 million passengers, a number that has been steadily increasing.

In 1982, the Government of Canada decided to maintain Montréal’s two airports. The airport’s infrastructure was expanded, and its facilities were modernized to meet growing passenger needs. By 1982, the airport was served by 15 airlines. Today, more than 50 airlines operate at Montréal–Pierre Elliott Trudeau International Airport. In 2018, the airport served 13 million passengers, a number that has been steadily increasing.

In 1992, ADM began a process of reflection on the future development of both airports, in addition to creating the Montréal-Mirabel International Airport. The airport’s infrastructure was expanded, and its facilities were modernized to meet growing passenger needs. By 1992, the airport was served by 15 airlines. Today, more than 50 airlines operate at Montréal–Pierre Elliott Trudeau International Airport. In 2018, the airport served 13 million passengers, a number that has been steadily increasing.

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from the past to the future

Today, the airport is a network-wide infrastructure: technical, local and national, serving the territory, the region and the entire country.

Montréal–Trudeau, 70 years old! It was on September 1, 1941, that the former horse racing track acquired by the Government of Canada was opened as the first regular passenger airport in the province of Québec. During the Second World War, some 10,000 military planes were based at Dorval, between the airport’s opening and the end of the war. In 1948, 4.5 million passengers transited through Dorval. In 1968, 4.5 million passengers travelled through Dorval airport. In 1982, the airport was already serving four airlines with 10 million passengers a year. Today, it was the sole gateway to Canada for all flights from Europe. In 1997, all scheduled international flights, without exception, were transferred back to Dorval. Charter flights followed in 1999. The Corporation gave air carriers the choice of operating at Dorval or Mirabel, in the province of Québec. In 1992, the new Mirabel airport opened following an investment of $30 million. 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 is a world first. The Montréal–Trudeau airport team is also known internationally for its snow removal and aircraft de-icing. Another feature: the Montréal–Trudeau terminal was also designed to facilitate connections and reduce aircraft turnover. The project, valued at approximately $1.5 billion, has already started to pay dividends, as seen by the addition of 40 new gates between 1997 and 1999. The new international jetty, located in the central terminal building, will also be reconfigured. The international flights segment is experiencing the fastest and most sustained growth; in 2004, it was exceeded by domestic traffic. Because of this, ADM is embarking on major expansion to keep up with forecasted growth. The new terminal block, which will be completed this year, will allow officials to remove any suitcase at any time, is also designed to facilitate connections and reduce aircraft turnover. The Corporation continues to receive state-of-the-art service and in-house expertise.

In terms of technology and processes, Montréal–Trudeau stands out for its innovation and investment in the latest technologies, whether it be new aircraft loading bridges, self-check-in counters, waiting rooms, boarding gates and passenger zones. All of this is designed to facilitate connections and reduce aircraft turnover. The Corporation continues to be recognized in the environmental management area.

In addition, efforts to improve the airport's accessibility, which is part of the Corporation's development strategy, will continue. The Corporation is working on its airport facilities. Among other projects, the Corporation is working on its airport facilities. Among other projects, the Corporation is working on the airport's access in downtown Montréal, a 20-minute trip, every 20 minutes. In 2004. Thus, Dorval – rechristened Montréal–Trudeau – became again the Greater Montréal region's sole international passenger airport.

The arrival on the scene of Aéroports de Montréal (ADM) in 1975 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 is working on its airport facilities. Among other projects, the Corporation is working on its airport facilities. Among other projects, the Corporation is working on the airport's access in downtown Montréal, a 20-minute trip, every 20 minutes. In 2004. Thus, Dorval – rechristened Montréal–Trudeau – became again the Greater Montréal region's sole international passenger airport.

The Corporation, in its 2004-2014 strategic plan, aimed to work on the airport’s access in downtown Montréal, a 20-minute trip, every 20 minutes. In 2004. Thus, Dorval – rechristened Montréal–Trudeau – became again the Greater Montréal region's sole international passenger airport. In 1992, ADM launched a major project to increase service level and check-in capacity. The new terminal block, located in the central terminal building, will also be reconfigured. The international flights segment is experiencing the fastest and most sustained growth; in 2004, it was exceeded by domestic traffic. Because of this, ADM is embarking on major expansion to keep up with forecasted growth. The new terminal block, which will be completed this year, will allow officials to remove any suitcase at any time, is also designed to facilitate connections and reduce aircraft turnover. The Corporation continues to receive state-of-the-art service and in-house expertise.

In addition, efforts to improve the airport's accessibility, which is part of the Corporation's development strategy, will continue. The Corporation is working on its airport facilities. Among other projects, the Corporation is working on the airport's access in downtown Montréal, a 20-minute trip, every 20 minutes. In 2004. Thus, Dorval – rechristened Montréal–Trudeau – became again the Greater Montréal region's sole international passenger airport.

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The airport is an indispensable infrastructure element, which is why the Greater Montréal region possesses only one airport – then called Montréal–Dorval International Airport – officially opened its runways on the site of a former horse racing track owned by the Government of Canada.

The primary owner of the new airport was essentially the federal government. It was supposed to replace an airport that had been operating in Montréal for years. Dorval airport was opened on September 1, 1941. Initially called Montréal–Dorval International Airport, it was renamed Montréal–Pierre Elliott Trudeau International Airport – officially opened in 1941. The airport was then called Montréal–Dorval International Airport. It was on September 1, 1941, that the airport was officially opened, the hypotheses upon which the project was designed to increase service level and check-in capacity. The airport was then called Montréal–Dorval International Airport. It was on September 1, 1941, that the airport was officially opened, the hypotheses upon which the project was designed to increase service level and check-in capacity. The airport was then called Montréal–Dorval International Airport.

By 1945, the airport was already served by four airlines: Trans-Canada Air Lines, Canadian National Airlines, Air Transport Service, and Imperial Airlines. Today, the airport is a world-class infrastructure element, which is why the Greater Montréal region possesses only one airport – then called Montréal–Dorval International Airport – officially opened its runways on the site of a former horse racing track owned by the Government of Canada.

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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 8,000 at the terminal
- $4.5 billion in added value
**Key Dates**

- **1941**
  - Opening of Dorval airport (L8-G8).

- **1946**
  - Expansion of Runways 10-28 and 06-24 (L8-G8).

- **1946-1951**
  - Extension of Runways 10-28 and 06-24 (L8-G8).

- **1958**
  - Transfer of international flights from Dorval to Montreal.

- **1960**
  - First commercial flights of the Boeing 707 by Air France.

- **1967**
  - Modernization of the international jetty for Expo 67.

- **1970**
  - First commercial flights of the Boeing 747 by Air France.

- **1975**
  - Opening of a new terminal, at the time one of the world’s biggest.

- **1982-1985**
  - Modernization of the terminal and construction of a multi-level parking facility.

- **1992**
  - Aéroports de Montréal assume administration of Dorval and Mirabel airports.

- **1993**
  - Transfer of retail and passenger drop-off zones.

- **2000**
  - Launch of a huge expansion and modernization program.

- **2001**
  - Opening of the new international arrivals complex.

- **2003**
  - Opening of the new control tower.

- **2005**
  - Opening of the new terminal.

- **2006-2009**
  - Modernization of the domestic sector and public areas.

- **2009**
  - Transfer of charter flights from Mirabel to Dorval.

- **2010**
  - Modernization of the international jetty.

- **2011**
  - First commercial flights of the Airbus A380 by Air France.

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**Aéroports de Montréal**

- Assumes administration of Dorval and Mirabel airports.
- Start of work on the terminal and passenger drop-off zones.
- Decision by the Government of Canada to maintain domestic and transborder flights at Dorval.
- Modernization of the terminal and construction of a multi-level parking facility.
- Approval of the rail shuttle project by the Government of Québec.
- Launch of a huge expansion and modernization program.
- Opening of the new north runway (06R-24L).
**Key Dates**

- **1941**: Opening of Dorval airport (Gatineau)
- **1946**: Expansion of Runways 10-28 and 06-24 (06L-24R)
- **1950**: First commercial flights of the Boeing 707 by Air France
- **1960**: Opening of a new terminal, at the time one of the world’s biggest
- **1961**: Modernization of the terminal and construction of a multi-level parking facility
- **1967**: Transfer of international flights from Dorval to Montreal
- **1968**: Transfer of international flights from Dorval to Mirabel
- **1969**: Decision by the Government of Canada to maintain domestic and transborder flights at Dorval
- **1970**: Modernization of the terminal and construction of a multi-level parking facility
- **1975**: Opening of a new transborder jetty and startup of the new thermal plant
- **1979**: Return of scheduled international flights to Dorval
- **1982**: Modernization of the domestic sector and public arrivals halls
- **1982-1985**: Modernization of the terminal and construction of a multi-level parking facility
- **1984**: Launch of a huge expansion and modernization program
- **1992**: Opening of the new international departures sector and Marriott Hotel integrated within the terminal
- **1993**: Commissioning of the new control tower
- **1997**: Opening of a new international departures area
- **2001**: First commercial flights of the Airbus A380 by Air France
- **2003**: Launch of a huge expansion and modernization program
- **2004**: Opening of the new international arrivals complex
- **2005**: Opening of the new international departures area
- **2006-2009**: Modernization of the international jetty and international tarmac
- **2009**: Opening of the new international departures area
- **2011**: First commercial flights of the Airbus A350 by Air France
- **2012**: Start of work on expansion of international runway

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- **1946-1951**: Extension of Runways 10-28 and 06-24 (06L-24R)
- **1970**: First commercial flights of the Boeing 707 by Air France
- **1992**: Opening of the new international departures sector and Marriott Hotel integrated within the terminal

**Aéroports de Montréal assumes administration of Dorval and Mirabel airports**

**Montreal-Trudeau by the Numbers**

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- **85** shops, restaurants and services
- **11,500** parking spaces
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**Aéroports de Montréal**

**Montréal-Trudeau**

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**Key Dates**

- **1941**
  - Opening of Dorval airport (Gatwick)

- **1946**
  - Extension of Runways 10-28 and 06-24 (B-24)

- **1951**
  - Transfer of international flights from Dorval to Montreal

- **1966**
  - Transfer of international flights from Dorval to Montreal

- **1970**
  - First commercial flights of the Boeing 747 by Air France

- **1982-1985**
  - Modernization of the terminal and construction of a multi-level parking facility

- **1992**
  - Launch of a huge expansion and modernization program

- **2001**
  - Modernization of the terminal and construction of a multi-level parking facility

- **2004**
  - Modernization of the terminal and construction of a multi-level parking facility

- **2006-2009**
  - Modernization of the terminal and construction of a multi-level parking facility

- **2010**
  - Modernization of the terminal and construction of a multi-level parking facility

- **2011**
  - Modernization of the terminal and construction of a multi-level parking facility

**Montreal-Trudeau Airport by the Numbers**

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**Aéroports de Montréal by the Numbers**

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- 11 500  parking spaces
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- $4.5  billion in added value

**Key Dates**

- **1940s**
  - Opening of Dorval airport (1942)
  - Extention of Runways 10-28 and 06-24 (1946)
  - First commercial flights of the Boeing 707 by Air France
  - Opening of a new terminal, at the time one of the world’s biggest

- **1950s**
  - 1958: Transfer of international flights from Dorval to Mirabel
  - 1960: First commercial flights of the Boeing 747 by Air France
  - 1967: Modernization of the terminal and construction of a multi-level parking facility

- **1966-1971**
  - Extension of Runways 10-28 and 06-24 (1966-1971)

- **1970s**
  - 1970: Launch of an important expansion and modernization program
  - 1982-1985: Modernization of the terminal and construction of a multi-level parking facility
  - 1993: Commissioning of the new control tower

- **1990s**
  - 2004: Modernization of the domestic sector and public area

- **2000s**
  - 2006-2009: Modernization of the international terminal and public area
  - 2011: Opening of the new international departures (2011-2013)

- **2010s**
  - 2013: First commercial flights of the Airbus A380 by Air France

**Montreal-Trudeau**

- 1940-1946
- 1946-1951
- 1958
- 1960
- 1967
- 1975
- 1992
- 2003
- 2009
- 2011

**Expansion Projects**

- Extension of Runways 10-28 and 06-24 (1946-1971)
- Commissioning of the new control tower (1993)
- Opening of the new international departures (1997-2001)
- Modernization of the domestic sector and public area (2004-2009)
- Modernization of the international terminal and public area (2006-2009)
- Opening of the new international departures (2011-2013)

**Approval**

- Approval of the rail shuttle project by the Government of Québec (2010)
**2000-2004**
- Modernization of the domestic sector and public arrivals halls
- Opening of the new international arrivals complex

**2005-2009**
- Return of scheduled international flights to Dorval
- Opening of the new international jetty and startup of the new thermal plant
- Modernization of the terminal and construction of a multi-level parking facility
- Start of work on expansion of the international jetty

**2010-2011**
- Approval of the rail shuttle project by the Government of Québec

**1946-1951**
- Opening of a third runway (06R-24L)
- Extension of Runways 10-28 and 06-24 (06L-24R)
- First commercial flights of the Boeing 707 by Air France

**1960-1961**
- Extension of Runways 10-28 and 06-24 (06L-24R)
- Opening of Dorval airport

**1962**
- Transfer of international flights from Dorval to Montreal
- Modernization of the terminal and construction of a multi-level parking facility
- Launch of a huge expansion and modernization program

**1967**
- Transfer of international flights from Dorval to Mirabel

**1970**
- First commercial flights of the Airbus A380 by Air France
- Start of work on expansion of the international jetty

**1975**
- Modernization of the terminal and construction of a multi-level parking facility

**1982-1985**
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**1990s**
- Opening of the new international jetty
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**2001**
- Modernization of the terminal and construction of a multi-level parking facility

**2003**
- Opening of the new international jetty
- Modernization of the terminal and construction of a multi-level parking facility

**2009**
- Opening of the new international jetty
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**2010-2011**
- Approval of the rail shuttle project by the Government of Québec

**Aéroports de Montréal**
- Assumes administration of Dorval and Mirabel airports
- Start of work on expansion of the international jetty
- Modernization of the terminal and construction of a multi-level parking facility

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**key dates**
- 1941-1946
- 1958
- 1970
- 1982-1985
- 1990s
- 2001
- 2003
- 2009
- 2011