

**Période
2013-2033**



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Pierre-Elliott-Trudeau de Montréal



Executive Summary

Aéroports de Montréal, a non-profit corporation without capital share, is responsible for the management, operation and development of Montréal-Trudeau and Montréal-Mirabel international airports. The Corporation's responsibilities also include the financing, promotion, and planning of Montréal's airport facilities and services.

Aéroports de Montréal is managed by a Board of Directors consisting of 15 members, 14 of whom are independent of its management. Board members are appointed according to a highly specific selection procedure, involving the interests of the various government authorities, federal and local, the Montréal business community, and air carriers operating out of Montréal-Trudeau. As part of an in-depth review of its governance practices, the corporation formed a community advisory committee, which includes some 20 members from a variety of economic, social and community organizations with an interest in airport operations.

The present document represents the Master Plan for the facilities at Montréal-Pierre Elliott Trudeau International Airport (Montréal-Trudeau). It presents the main development orientations for the airport facilities and services for the period 2013-2033, and serves as a guide for the long-term improvement, modernization and development of Montréal-Trudeau's facilities.

Aéroports de Montréal is developing its two airports according to three specific axes: passenger transport, air cargo, and industrial development. Montréal-Trudeau primary role is to serve the passenger transport sector. Montréal-Trudeau handles all passenger flights to and from Montréal and serves some 13.7 million passengers a year.

Throughout the implementation period for the facilities at Montréal-Trudeau, the corporation will ensure that its interventions are aligned with traffic and various activities actual growth, and respect the Corporation's financial capacity and its targeted service quality objectives. However, future interventions during the planning period are directly related to the growth in passengers traffic at Montreal-Trudeau.

The air terminal

Aéroports de Montréal wishes to improve passengers processing efficiency whose Montreal is their departure or final destination, and to reinforce Montréal-Trudeau's status as an efficient connecting airport.

The Corporation wishes to provide flexible facilities that are adaptable to carriers' current and anticipated operating methods. Connecting passengers must be able to count on fast, integrated services ensuring direct connections between flights.

Aéroports de Montréal seeks to maintain constant service level in all areas of the terminal, as well as ensuring the fluidity and the efficiency of passengers and baggage's processing. Sustained growth in international air traffic is adding pressure on facilities serving international flights.

Terminal's primary planned interventions are directly related to the growth in passenger traffic:

- Expansion of the international jetty with the addition of eight new hold rooms, two of which will serve remotely parked aircrafts (opening in summer 2016);
- Reconfiguration of the domestic and international departures area (work to end in 2016);
- Reconfiguration of the international arrivals hall and of the domestic and international departures luggage's room (work to end in 2017 and 2020);
- Extension of the transborder jetty and addition of a remote parking (2025-2030).

The airfield

The existing runway and taxiway network offers extensive operating flexibility, results in very few delays, and keeps taxiing distances to a minimum. Various interventions are planned to increase runways capacities from 99 aircraft movements per hour to 106-107 movements per hour over the targeted planning period.

Among the planned interventions, we have the followings:

- adjustments to the geometry of high-speed exit taxiways (TP321, 3.4.5-High-speed exits);
- addition of centre-line lights on the main taxiways in the apron area leading to the boarding gates;
- doubling of taxiways Bravo (serving runway 06L-24R) and Alpha (serving runway 06R-24L), is required between now and the end of the Master Plan's planning period ;
- development of a network of taxiways in the centre-west portion of the airport to support the development of a new air cargo handling area and an industrial development zone (Lot 20);
- development of an engine testing site.

The air cargo facilities

The role of Montréal-Trudeau with regard to air cargo is limited to the processing of goods transported along with passenger flights. Forecast analyses indicate that the volume of air cargo transported in cargo holds will steadily grow in the next two decades.

In 2011, 105,000 metric tonnes of cargo were processed at Montréal-Trudeau; the annual volume is expected to grow to 199,000 tonnes by 2033. This volume is transported in the cargo holds of scheduled passenger aircraft or in cargo aircraft with a take-off weight not exceeding 34,000 kilograms.

Aéroports de Montréal wants to maintain the efficiency of services offered at Montréal-Trudeau, because the air freight of goods represent a significant share of revenues for some carriers. Following the expansion of the terminal and the relocation of certain air cargo operations, a zone to the northwest of the airport site will be the target of future freight development.

The industrial and commercial sectors

The Montréal-Trudeau site is an industrial and commercial hub of great importance to the Montréal Metropolitan Region. Beside air freight and general aviation operations, an area of more than 272.1 hectares is dedicated to the aircraft maintenance and manufacturing, storage, distribution and light manufacturing industries.

Aéroports de Montréal intention is to continuously devote efforts for the development of its land and for the marketing of approximately 118.2 hectares, yet available for future development.

The general aviation sector

Aéroports de Montréal recognizes the importance of general aviation to its business customers and intends to maintain its services offering to this activity sector over the period of this Master Plan.

Ground transport infrastructures

Development of ground transportation infrastructures focuses on four main issues: expected clientele growth over the planning period, selected options related to the terminal's expansion, maintenance of existing infrastructures' service levels; and development of a rapid and reliable link between downtown and the terminal.

The primary planned interventions during the period are the following:

- Completion of roads network works in front of the terminal and in the Dorval Interchange (2013-2017) ;
- Development of the initial phases of the roadway grid in Lot 20 (2013-2017);
- Construction and commissioning of the light-rail service (LRS) linking the terminal with downtown Montréal (2018-2022);
- Relocation of Stuart-Graham Boulevard along the western boundary of the airport land (2018-2022);
- Increasing of the capacity of the passenger curbside areas (2013-2022);
- Increasing of the capacity of the public and employee parking facilities: 1,500 remote spaces, 700 nearby spaces and 1,100 employee spaces (2013-2033).

Environmental management

In adopting its commitment to sustainable development, Aéroports de Montréal has confirmed its willingness to develop its airports sustainably, simultaneously taking into account social, environmental and economic aspects. Various mechanisms and tools exist which enable the Corporation to ensure that development of its airport infrastructures is compliant with applicable standards within a sustainable development framework.

To meet its many obligations and to better understand environmental risks and impacts, Aéroports de Montréal relies on an environmental management program certified to ISO14001. The results of the environmental quality control programs are a proof of a sound environmental management plan. Therefore, we can affirm that Aéroports de Montréal has the necessary tools in order to limit the excessive pressures on natural habitats and human populations and to meet up with the Montréal-Trudeau Master Plan environmental challenges.

The Land-Use Plan

Following the installation of a new Navigation Aid System, certain amendments to the Land Use plan will be required, taking into account the necessary protections in the northern part of the airfield. In addition, the west-island's light weight rail system layout implies certain modifications to the apron's boundary, in the south western part of the airport.