



**An allocution by the
President and CEO
of the
Ottawa Macdonald-Cartier
International Airport Authority**

**Une allocution du
Président et chef de la direction
de
l'Administration de l'aéroport international
Macdonald-Cartier d'Ottawa**

Paul Benoit

At a news conference held
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À l'occasion d'une conférence de presse
Le 17 mai 2005

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Merci Jim. Bonjour tout le monde.

What we are announcing today is the first phase of a 95 million dollar expansion.

By any measure, this is a huge project – and an important one for the residents and businesses of the National Capital Region.

Nous avons aujourd'hui le plaisir de vous annoncer la première phase d'un projet d'expansion de 95 millions de dollars.

Il s'agit non seulement d'un projet énorme, mais également d'un important projet pour les résidents et les commerçants de la région de la capitale nationale.

I'll take just a couple of minutes to touch on some of the specifics of this announcement including the financing and what, exactly, the planned changes will be.

Among the first questions I'm sure you'll have are:

- What are the financial implications for both taxpayers and the users, the people who fly in and out of this terminal?

I have good news on both fronts.

First, it will cost the taxpayers nothing, as the project is financed entirely through the airport improvement fee.

I'll say it again - no taxpayer dollars whatsoever will be used to pay for this project.

And travelers will be pleased to note that there are no plans at this time to raise the Airport Improvement Fee.

The only thing that will change for users of the airport is that this place will just keep getting better.

For our air carriers who will be watching this announcement, I have good news for you, too.

You'll be pleased to note that there are no plans to increase landing fees, either, as a result of this project.

Tel que Jim l'a mentionné, l'annonce d'aujourd'hui ne porte que sur l'étape de conception du projet qui consistera à la démolition de l'ancienne aérogare et à l'élargissement de l'extrémité sud de l'immeuble en vue d'installer 13 nouvelles portes d'embarquement.

As Jim stated, this announcement is for the design only of an extension to this building off the south end that will provide 13 extra gates and the demolition of the old terminal.

Throughout the design phase, we will be monitoring market conditions to establish the right time to go ahead with construction.

Le fait de concevoir tous les détails du plan au préalable et d'attendre le moment opportun pour aller de l'avant nous permettra de connaître les coûts avec certitude.

Having the design in place so we can move ahead only when it makes sense will give us cost certainty when we do finally break ground.

It will also allow us to move ahead quickly when the time is right – we can't afford to be the bottleneck that prevents growth like we were prior to the opening of the new passenger terminal building.

And I must say, the pressure is starting to build.

We knew when we opened the new terminal that we would have to continue to use some of the gates and hold rooms in the old building for a short period of time before the building was slated to be demolished.

However, the increased passenger volumes will soon dictate that we use even more gates in the old terminal building.

But the fact is, as Jim said, that the building is showing its age.

For obvious reasons, we are reluctant to invest in an aging infrastructure that will soon be taken offline.

So we are moving ahead – and it's starting today.

We would be pleased, now, to take questions.