



An allocution by the Chairman of the Board of Directors of the Ottawa Macdonald-Cartier International Airport Authority	Une allocution du Président du Conseil d'administration de l'Administration de l'aéroport international Macdonald-Cartier d'Ottawa
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Jim Durrell

**At a news conference held
April 4th, 2006**

**À l'occasion d'une conférence de presse
Le 4 avril 2006**

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VEUILLEZ VOUS REPORTER À L'ALLOCATION**

Good morning, bonjour et bienvenue. Thank you for joining us today.

I'm Jim Durrell, Chairman of the Board of Directors of the Ottawa Macdonald-Cartier International Airport Authority.

I'm pleased to be joined by my colleagues from the Board of Directors and the Airport Authority's senior management team to share with you some exciting news.

First, let me welcome several current and past Members of the Board who are here with us today:

Current Members include:

- **Jeffrey Dale**
- **Mike Darch; and**
- **Jim Wright.**

Former Members include:

- **Gaétan Bélec;**
- **Louis Bertrand;**
- **Roger Lachapelle;**
- **Gayle Mullington;**
- **Carmen Rodrigue; and**
- **Richard Wagner.**

Now, let me take you back to October of 2003, just before we opened the new terminal.

It seems like more than just 2 and-a-half years since we called the old terminal, which serves as today's backdrop, home.

I'm sure you remember what some called a third-world facility that offered our visitors a poor first impression of the Nation's Capital.

It seems like decades ago because the operation transitioned so smoothly from the old terminal into the new world class facility that we are all so proud of.

It seems like we've been here for far longer than we actually have.

Depuis notre déménagement en deux milles trois, le nombre de passagers a beaucoup augmenté.

In fact, we have set volume records for the past two years, and all signs point to continued growth in 2006 and beyond.

With the kind of growth that we have experienced, comes some challenges; challenges in accommodating aircraft at gates during peak periods; challenges in attracting new flights when gates are occupied; challenges in offering our passengers the choice and flexibility they want.

If you recall, last May, we announced that we were ready to proceed with the design of Phase II.

We promised that we would only proceed when the time is right; in other words, when the economics make sense.

Well, after carefully considering the situation, I'm here to tell you that we are ready to address the challenges.

I am very proud to announce that the Board of Directors has given its approval to proceed with Phase II of the Airport Expansion Program.

We expect to begin construction this summer, and anticipate that the expansion will be ready for occupancy in 2008.

The expanded space will have the same look and feel as the terminal, with many of the same finishes and surfaces.

We intend to do our part to help the environment by adopting an extensive recycling program, which will see approximately 75% of the old terminal repurposed.

We were approached several years ago by the Rockford Airport, which is located approximately 80 miles outside of Chicago.

Ils étaient très intéressés par quelques-uns des équipements de l'ancienne aérogare. To date, they have made use of the baggage system, conveyors and many of the fixtures from the old washrooms, which are valued at over \$100,000.00.

We have also donated holdroom seating and other fixtures to local hospitals that don't have the funds necessary to make waiting areas more comfortable for their patients.

We are particularly pleased to be able to make use of the wood from the old World War Two hangar that we are in the process of demolishing.

Using this wood will add warmth and charm to the new space and preserve a part of our rich military history.

Being able to open the terminal six months ahead of schedule and within the original budget was great news for the entire community, but it also set a very high bar for the Airport Authority.

Both were achieved through thoughtful decision making, by watching the bottom line and by sticking to the must-haves, rather than the nice-to-haves. In other words, it was an extremely well-managed project, thanks to the Airport Authority team and its partners.

I can tell you that Phase II will be no different, and we will deliver a quality and responsibly-managed project to this community.

To date, when you consider Phase I, including the de-icing facility and the Combined Services Building, the runway restoration project, the U.S. Preclearance facility and other capital improvements, the Airport Authority has invested close to \$350 million in the airport since 1997. Phase II represents another investment of \$100 million in this airport and this community.

I cannot emphasize enough that no taxpayer dollars will be used to fund this expansion project.

It will be paid for entirely by the \$15 Airport Improvement Fee that is collected from all enplaned passengers.

We reported in 2004 that the Ottawa International Airport contributes more than \$1 Billion annually to the local economy, both directly and indirectly. It's been proven that when an airport does well, the local economy does well, and that there are linkages between the growth of passenger volumes and direct and indirect employment in the surrounding communities.

We are proud of the contribution we make to the quality of life and economic success of Ottawa-Gatineau, and are pleased that Phase II will contribute to further economic stimulation in the region.

On that note, we anticipate that approximately 90% of the project funds will be spent in the region.

Les deux prochaines années seront très occupées, et nous vous tiendrons au courant de notre progrès au fur et à mesure.

I have said many times over the past few years that the future looks bright for the Ottawa International Airport.

I stand by that assertion, and look forward to the coming years and continued success for the airport and the community.

Thank you, merci.

Krista, back to you.