

International Airport
Authority

Ottawa



Administration de
l'aéroport international

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
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Paul Benoit

At the Authority's Annual Public Meeting	À l'occasion de la réunion publique annuelle
Held on May 7, 2008 Tudor Hall, Ottawa	Tenue le 7 mai 2008 Tudor Hall, Ottawa

**PLEASE CHECK AGAINST DELIVERY
VEUILLEZ VOUS REPORTER À L'ALLOCATION**

Good afternoon ladies and gentleman and thank you for taking the time to join us.

A quick word regarding our 2007 financials. Our revenues were positively impacted by several one time items, such as AC AIF and the successful resolution of several airlines' bankruptcies in the Airport's favour.

The Airport Authority celebrated a major milestone in 2007 – our first 10 years as an organization.

We are a relatively young organization, but we hit the ground running and immediately set goals that were quickly accomplished.

C'est pourquoi, cette année, notre rapport annuel a pour thème « Une décennie dynamique ».

À cet effet, je suis fier de mentionner quelques-unes de ces réalisations, même si nous sommes ici pour parler des résultats de 2007.

The following are examples of some of the projects the Airport Authority did between 1997 and 2007:

- Opened the U.S. Preclearance facility in 1997;
- Opened the Combined Services Building in the year 2000;
- Completed a new environmental friendly central de-icing facility (2002), followed shortly after by the installation of an award-winning Glycol Biotreatment System, conceived by our Director of Environmental Affairs;
- Opened the new Passenger Terminal Building and Parkade facility in 2003;
- Agrandissement du stationnement étagé moins de deux ans après (2005);
- Launched construction of Phase II of the Airport Expansion Program, which opened to the public in the first quarter of 2008;

In those 10 short years, the Authority invested more than \$500 million in the airport of non-government money.

They were 10 busy years to be sure.

They were also years that were fraught with turmoil and upheaval. I need only say a few words to remind you of what the industry was up against during the first decade;

words and phrases like high tech boom and bust, Ice Storm, 9-11, SARS, blackout and Wilma say it all.

Add in airline mergers, failures and new entrants, and the decade was exciting.

Ceci dit, nos dix premières années sont d'autant plus remarquables et enrichissantes que ces réalisations sont survenues à une époque aussi mouvementée.

So what about 2007?

It was an outstanding year for passenger growth.

For the first time, we passed the 4 million passenger mark – 4,088,528 or a 7.8% increase to be exact.

To accommodate more passengers, you need to have more flights. Our airline partners certainly came to the table and made that a reality.

En tête de file, Air Canada a témoigné un haut niveau de confiance dans notre marché en ajoutant plusieurs nouveaux vols à destination de Moncton, Fredericton et St. John's, en plus d'augmenter le nombre de vols à destination de Vancouver, Edmonton, Calgary et Boston, et des vols saisonnier à destination de Montego Bay et Cancun, pour n'en nommer que quelques-uns.

They also made announcements for new services in 2008 such as direct service to Charlottetown, DCA and Thunder Bay.

We were all very pleased when years of hard work to develop a second European flight came to fruition with the announcement that Air Canada would begin service to Frankfurt, Germany in June of this year.

Frankfurt is particularly important because it is the main European hub for Lufthansa, Air Canada's Star Alliance partner, and it offers connections to points throughout the Star Alliance network and to 250 locations overall.

Our other airline partners also stepped up in a big way.

WestJet added daily service to Vancouver, Porter added flights to Halifax, United increased its frequency to Chicago and added service to Washington. Continental also added new routes and added frequency in 2007, including twice-daily service to Cleveland and Bearskin began flying three times a day to Kitchener-Waterloo.

Autrement dit, l'aérogare sera plus fréquentée que jamais, ce qui, bien entendu, a reconfirmé encore davantage le besoin d'agrandir l'aérogare.

Phase II progressed well in 2007, both inside and out.

Construction of the east apron was completed; more than 340,000 square feet of surface were prepared.

Interior work progressed well, including the installation of electrical, cabling, the glass curtain wall and extensive tile work.

Plusieurs employés de l'Administration de l'aéroport ont participé au projet d'une façon ou d'une autre.

Project work was done in addition to the day to day demands of their jobs.

As usual, they got it all done, and I truly appreciate every effort that has kept the project on track to be completed by the end of this year.

Safety and security continued to be a top priority for the Airport Authority.

The Authority has extensive emergency procedures that cover the gamut of possible situations and which are practiced regularly.

In October of 2007, the Authority held a joint emergency exercise called "Exercise Clipped Wings" with the involvement of 150 participants.

The exercise was designed to challenge each participating agency's Emergency Response Protocols at night, and involved an aborted take-off which led to a partial emergency evacuation of the aircraft, and resulted in many injuries.

Participants included our own Emergency Response Services team, Airport Policing Section, city's Police, Fire and Paramedics, U.S. Customs and Border Protection, Canada Border Services Agency, WestJet, the Montfort Hospital and Algonquin College's Police and Public Safety Institute students who played the role of injured passengers.

The exercise was a success with excellent inter-agency communication and cooperation.

Pour améliorer notre propre capacité à intervenir en cas d'urgence ou de situation irrégulière, l'Administration de l'aéroport a conclu une entente avec la Société canadienne de la Croix-Rouge pour entreposer des articles de secours à l'aérogare, dont 1 000 lits de camp, 2 000 couvertures et 1 000 trousse d'hygiène.

En échange, l'Administration peut accéder à ces articles en cas d'urgence.

On the environmental front, the Authority has increased its stewardship efforts.

One of our primary environmental goals was to increase waste diversion from 18% in 2006 to 30% in 2007.

Through initiatives such as new recycling receptacles, new paper towel dispensers, composting programs and many educational sessions with employees, we met our target.

One interesting note is that 93% of the old terminal was recycled.

Minimizing the impact that our operation has on the environment will continue to be a key priority for the Authority going forward.

The Authority worked in partnership with the government on a few interesting projects last year.

Sur le plan local, nous avons travaillé avec Transports Canada pour faciliter la cession de trois parcelles de terrain aéroportuaire à la Ville d'Ottawa pour que le projet d'élargissement des chemins Limebank et River puisse aller de l'avant.

At the federal level, we worked closely with Canada Border Services Agency and U.S. Customs and Border Protection to facilitate the construction and opening of the Nexus Enrollment Centre.

Nexus is trusted traveller program that is designed to expedite the border clearance process for pre-approved travelers into Canada and the United States, while enhancing security.

I have just described a tremendous amount of work that was accomplished by the Airport Authority team.

I would say it is a fraction of the whole of what was done.

I've said it before and will continue to say that this Authority's team is the best in the country.

Our team is smaller than most, yet we consistently meet every challenge that is put before us, and we do so with creativity and ingenuity.

Nous ne jetons pas de l'argent un peu partout tout simplement pour que les projets se réalisent; plutôt, l'équipe prend des décisions prudentes, longuement réfléchies.

I'm proud of them, and I look forward to the future with them.

I would also like to end with a word of thanks to Peter Vice for his leadership, and to the rest of the Board of Directors who continue to work closely with me and my team to ensure that this Airport Authority continues to be successful.

I believe this is a world-class airport serving a world-class city and if the last ten years are any indication of what the future holds, it will be very exciting.

We're looking forward to it.

Thank you. Merci beaucoup.