

September 20, 2005

Mr. Qussai Samak
Chairman
Commission du Bureau d'audiences publiques
sur l'environnement (BAPE)
Édifice Lomer-Gouin
575, Saint-Amable, bureau 2.10
Québec (Québec) G1R 6A6

Dear Mr. Samak:

RE: Project to improve ground transportation infrastructures near Montreal-Trudeau Airport

The present is Air Transat's formal statement of support for the above-mentioned transportation infrastructure re-development project.

As you may be aware, Air Transat is the second largest operator of commercial air services at Montreal-Trudeau Airport (the "Airport") in terms of number of annual enplaned passengers. In 2004, we carried approximately one million passengers to and from this facility. Furthermore, our main operations and maintenance bases are located at the Airport, along with our principal administrative offices. Consequently, we have a very strong interest and desire in seeing ground transportation access to the Airport improved.

Over the last several years, *Aéroports de Montréal* (ADM) has invested over \$700 million dollars in re-developing, renovating and upgrading the facilities at the Airport. I would remind you that almost all of this amount to rejuvenate a vital element of Montreal's regional economy and transportation infrastructure will be paid for by the users of the Airport i.e. airlines, passengers, concessionaires, etc. As far as road and public transit/rail access is concerned, it is now time for the state and taxpayers to do their part.

It is well known that the current design of the major road network around the Airport is a case study of doing everything possible to *prevent* the typical airline passenger from getting to his/her destination. This is particularly true of airport



access to/from Highway 20. Consequently, the proposed new exits and direct access improvements in this regard are *long overdue*.

This same enthusiastic support applies for the extension of the regional rail network to the Airport premises. Whereas in most parts of the world, particularly Europe, such inter-modality is a staple of any serious airport design, it has unfortunately taken several decades to finally put a serious proposal in this regard on the table for consideration in Montreal. Better late than never.

Finally, it is noted that ADM has proposed to contribute \$10 million towards the cost of this project. For the reasons already outlined above, Air Transat believes that the *entire* cost of this infrastructure project should be assumed by the various levels of government involved, as per the vast majority of such public transportation undertakings. We fail to see why improved access to the Airport would justify a deviation from this standard approach.

Should you have any questions or require further information on the above, please do not hesitate to contact the undersigned, or Mr. George Petsikas of my staff at tel. (514) 906-0330.

Sincerely,



Allen B. Graham
President and Chief Executive Officer

ABG/BAPE.gp.3.2