

PRESS KIT

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ABOUT THE MET

→ The MET – Montreal Metropolitan Airport is firmly rooted on Montreal’s South Shore. It already serves several regional carriers and actively contributes to the mobility of people and the economic development of Quebec.

The upcoming opening of a new commercial terminal marks a major milestone in its evolution. This nine-gate terminal, designed for domestic flights, will offer a modern alternative to large airports: faster, more accessible, and better suited to today’s realities. Carried out in partnership with Porter Airlines and Macquarie Asset Management, this ambitious project embodies a shared vision: that of a human-scale, efficient, and forward-looking airport.

Designed to simplify travel while also strengthening the link between regions and major centers, MET is redefining the airport experience by putting people at the heart of every decision.



A WORD FROM THE CEO

M. Yanic Roy, chief executive officer
of the MET – Montreal Metropolitan Airport

“The MET project is much more than just the construction of a new passenger terminal; it also aims to actively contribute to the development of aerospace technologies and the green transition of the aviation and airport industry.”

HISTORY OF THE MET

→ The history of the MET – Montreal Metropolitan Airport dates back to the early days of aviation in Canada. In 1927, Saint-Hubert Airport was inaugurated as one of the country’s first civilian airports.



That same year, Charles Lindbergh landed there aboard his Spirit of St. Louis, a single-engine monoplane, marking one of the first major public moments in the history of aviation in Quebec, in front of a crowd of more than 50,000 people¹.

In the early 1940s, during World War II, the site came under military control and became a training base for the Royal Canadian Air Force. For several decades, it played a key role in training military pilots and developing Canadian aeronautical expertise. Much of the infrastructure still in place today has its origins in this period of strategic expansion². From the 1960s onwards, military use gradually declined, giving way to structured civilian development. Saint-Hubert Airport then became a hub for general aviation, business flights, and, above all, specialized training. It was in this context that leading institutions such as the École nationale d’aérotechnique (ÉNA) were established, which has since contributed to training thousands of high-level technicians³.

The site is evolving into a unique ecosystem, where private companies, educational institutions, government services, and regional carriers coexist. This multifunctional character, rare in Quebec, makes it a vibrant, diverse airport hub that is deeply rooted in its community. In 2023, the shift toward commercial aviation officially began with the creation of MET – Montreal Metropolitan Airport and the announcement of a major partnership with Porter Airlines and Macquarie Asset Management. The goal: to provide the metropolitan area with a second airport for domestic flights that is more human-scale, faster, and more accessible. Today, the MET embodies the culmination of nearly a century of evolution, reinvention, and public service. Its development reflects a vision faithful to the history of the place: responding to the needs of its time with ambition, responsibility, and collective pride.

1 — [Saint-Hubert et les débuts civils, mât d’amarrage: Wikipédia “Saint-Hubert \(Longueuil\)”](#)

2 — [Lindbergh et premier aérodrome: archives RCAF / Bibliothèque nationale](#)

3 — [Base militaire et entraînement WWII: Station St-Hubert, Wikipedia RCAF Station St. Hubert](#)

Revolutionizing the airport model to make it a source of collective pride and change the way the world views air travel.

Listening to communities and industry stakeholders, drawing inspiration from the latest advances and initiating new ones to offer a leading-edge, innovative, and sustainable airport model.

THE NEED FOR A SECOND AIRPORT IN MONTREAL



The demographic and economic growth of the greater metropolitan area is putting increasing pressure on transportation infrastructure, particularly airports.

Montreal is one of the few major North American cities that does not yet benefit from a true ecosystem of two or more complementary airports. With the upcoming arrival of the MET – Montreal Metropolitan Airport commercial terminal, this situation is about to change. The MET will offer a concrete and structuring alternative: a human-scale airport focused on domestic flights, located on Montreal's

South Shore. It will relieve congestion at existing facilities, simplify regional travel, and better connect cities in Quebec and Canada. Designed to complement existing infrastructure, the MET will enhance the resilience, accessibility, and fluidity of air transport for the benefit of the entire country.

TERMINAL

The MET site covers 515 hectares and includes a 7,801-foot main runway, classified AGN III BI, with a Boeing 737 MAX 8 as the critical aircraft. The airport also includes a second 3,922-foot runway, classified AGN III A, with a DHC-8-400 as the critical aircraft.

RESPECT OF THE ENVIRONMENT

The MET has adopted a deliberately limited model for aircraft in order to respect the environment and the expectations of local communities:

- Only single-aisle aircraft (code C) are authorized
- These aircraft carry an average of 130 passengers, are the quietest on the market, and consume much less fuel than large aircraft
- This approach allows for more frequent flights and more destinations, while limiting environmental and noise impact

THE NEW TERMINAL PROJECT

Managed by YHU Terminal, a dedicated entity, as part of a structured private partnership with:

- Porter Airlines
- Macquarie Asset Management
- MET – Montreal Metropolitan Airport

SEVERAL SERVICES WILL ENHANCE THE PASSENGER EXPERIENCE

- 130-room hotel on site
- Accessible and well-integrated parking
- Public transportation connections (shuttles to the subway, carpool platforms, Bixi)
- Artificial intelligence enabling real-time analysis and prediction of road network needs to facilitate traffic flow, safety, and accessibility.

The development of the terminal is part of a vision of controlled growth, designed to meet the long-term needs of the greater metropolitan area and offer a concrete, efficient, and responsible alternative to traditional large hubs.

MODERN AND SCALABLE

- | | |
|---------------------------------------------|--------------------------------|
| • Area: | + then 20 000 m ² |
| • Number of doors: | 9 |
| • Annual capacity: | 4 millions of passengers |
| • Intended use at opening: | approximately 50 % of capacity |
| • Estimated number of additional flights: | 30 to 40 per day |
| • Existing annual movements at the airport: | 120 000 to 140 000 |



SERVICE

The MET – Montreal Metropolitan Airport already welcomes several active regional carriers, including Pascan Aviation and Air Liaison, which provide essential connections to several destinations in Quebec and Eastern Canada. In the short term, the airport’s offerings will be enhanced by the arrival of Porter Airlines, a major partner in the commercial terminal project. Other airlines are also expected to join, which will significantly expand the network of destinations available from the South Shore.

The goal is clear: to offer Quebec travelers simplified and direct access to a greater number of regional cities, without having to go through major airports. Thanks to a model based on high-frequency domestic flights, the MET will better connect regions, stimulate local tourism, and open up new opportunities for business travelers and families alike.

ENVIRONMENT AND COMMUNITY

→ Designed to meet the demands of the 21st century, the MET – Montreal Metropolitan Airport incorporates the principles of sustainable development into every decision it makes.

Its sustainability plan is based on six priority areas: GHG reduction, protection of natural environments, energy efficiency, climate resilience, responsible water management, and pollution mitigation. Among the concrete measures already undertaken are:

- Complete electrification of ground equipment at the terminal.
- Selection of low-carbon materials for terminal construction.
- Construction of a centralized area for the recovery and recycling of aircraft de-icing products.

Beyond intentions, assessment tools will be put in place to ensure the rigor and transparency of the approach. The MET is also working with its partners—airlines, suppliers, and public authorities—to extend this sustainable approach to all airport operations. For more information, see our [Environmental Sustainability Plan](#).

COMMUNITY AND SOUNDSCAPE

The development of the MET commercial terminal is based on an approach founded on listening and dialogue. From the earliest stages of the project, a regional consultation committee was set up to promote open communication, identify local concerns, and enable continuous monitoring of the project with elected officials and stakeholders in the region. These regular meetings made it possible to adapt certain decisions to the realities of the territory, in a spirit of transparency and co-creation. To ensure harmonious coexistence with the community, the MET has adopted a rigorous noise management strategy. The choice of an operating model limited to new-generation single-aisle aircraft stems directly from this desire to reduce noise impact.

In addition, operating hours will be regulated, and a noise monitoring system is being developed to ensure constant monitoring. At every stage, the MET favors a responsible and sustainable approach, anchored in the expectations of local communities.



INNOVATION



→ Innovation is at the heart of the MET – Montreal Metropolitan Airport’s vision. To go beyond industry standards and actively contribute to the evolution of aerospace, the MET has launched a unique initiative in Canada :

The LIA – Living Lab for Aerospace Innovation. Led by the MET, the LIA is an applied aerospace research center that provides a real-world testing ground at an active airport site. It brings together researchers, industrial partners, and academic institutions to address concrete issues such as airport operations, sustainable mobility, and digital transformation.

One of LIA’s flagship initiatives is Propelia, a digital magazine launched in 2025. Designed as a showcase for applied research, Propelia gives a voice to specialists from all walks of life (scientists, professionals, decision-makers) and offers feature articles, interviews, career profiles, and photo galleries. It aims to democratize knowledge, stimulate discussion, and position Quebec as a driving force in aerospace innovation.

LOGOS AND BRANDED MATERIALS

LOGOS

Color



Monochrome



Download

COLOR PALETTE

MET Green

CMJN: 64, 0, 75, 0
RVB: 110, 219, 120
#6edb78

Dark Gray

CMJN: 68, 59, 60, 69
RVB: 48, 48, 45
#30302d

Cream

CMJN: 10, 7, 17, 0
RVB: 234, 232, 218
#eae8da

Sky Blue

CMJN: 28, 0, 14, 0
RVB: 201, 234, 230
#c9eae6

Taupe

CMJN: 21, 20, 27, 2
RVB: 205, 198, 186
#cdc6ba

Mustard

CMJN: 16, 27, 58, 4
RVB: 234, 232, 218a
#d8b679

Terracotta

CMJN: 21, 76, 76, 11
RVB: 185, 80, 60
#b9503c

TYPOGRAPHIES

Title — 55 / 60,5

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Subtitle (Maj) — 30 / 36

Fellix Medium

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THE FUTURE OF TRAVEL

COMING SOON: A NEW TERMINAL AT THE MET - MONTREAL METROPOLITAN AIRPORT, DESIGNED TO ELEVATE YOUR TRAVEL EXPERIENCE AND CONNECT YOU TO CANADA'S MOST EXCITING DESTINATIONS.

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